"All the News That's Fit to Print."

The New York Times.

With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

THE WEATHER.

Partly cloudy; variable winds

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THE NEWS CONDENSED.

Cash wheat, No. 2 red, 80½c; cash corn, No. 2 mixed, 39c; cash cotton, 6c.

Page 1.

William C. Daly was badly hurt in a runaway accident on the Coney Island Boulevard, he and his family being thrown from their carriage.

Five men were swept from the deck of the yacht Leona by the heavy towline of the tug Honeybrook, which passed over it. The Leona was anchored three miles east of Boston Light, and three lives were lost.

Four more transports arrived at Montauk with more than 3,000 officers and men. Among them were Col. Roosevelt and Gen. Wheeler, who came on the Miami. On the St. Louis there had been one death from yellow fever, but there were no remaining suspicious cases of sickness.

Page 2.

A letter was sent to President McKinley by the Merchants' Association on Saturday, congratulating him on the signing of the peace protocol.

The Rough Riders who have been in Jersey City several days were ordered to Montauk Point. Other troops passed through that city on their way to the camp. Two large barges were hired to be used as detention hospitals at the camp.

The last of the troops from Cuba, who came north on the Seguranca, were landed yesterday, and the vessel was returned to the Ward Line. The discharged soldiers, who disembarked at the Battery, were tattered and dirty, but cheerful, and freely recounted their experiences.

Page 3.

At a meeting of the Central Branch of the Young Men's Christian Association in Brooklyn yesterday, the Rev. Dr. Kerr Boyce Tupper told how he converted Capt. John W. Philip of the Texas.

Page 5.

John Brantigan, who admitted that he had robbed several churches, was arrested in Hoboken yesterday.

It is reported from Newark that while in that town a few days ago, Lieut. Hobson, the hero of the Merrimac, saved a cripple from being run down by a trolley car.

An aged man without money, in walking from Newburg to Camp Black, where he expected to find his son, fell exhausted in Brooklyn, and was taken to a hospital.

The Rev. Dr. Robert Fairbairn, Warden of St. Stephen's College, Annandale, has been retired after thirty-six years, and all the members of the Faculty have been dismissed.

Republican leaders met at Manhattan Beach yesterday and Chairman Odell issued a call for the State Convention to meet at the Fifth Avenue Hotel on Saturday to fix a date for the State Convention.

Two sailors and about forty New Jersey volunteers from Fort Wadsworth made a raid at South Beach resorts and tore down the flags of Cuba, many of which, together with the Stars and Stripes, were used for decorations. The raiders then burned the flags, while the on-lookers cheered.

Page 6.

In a Jersey City church an unusual double service was witnessed. A woman's funeral was held and her infant daughter was baptized.

Page 7.

Mrs. Anne E. Miller of 44 West Eighty-fifth Street was killed by jumping from a Columbus Avenue cable car at Eighty-fourth Street.

Page 8.

National Guardsmen were discussing the status of officers who have resigned from the volunteer service. It is said they will retain their former positions.

Central Labor Union delegates complain that motormen and gripmen will not stop for passengers. Labor organizations may turn out to welcome the victorious fleet.

The new elevated station platforms at One Hundred and Twenty-ninth Street were opened to traffic, and through trains to Tremont will be run probably on and after to-day.

Active measures were being taken to check the epidemic of dysentery in the Hebrew Orphan Asylum. The water is supposed to be to blame, but the building is being evacuated and will be thoroughly overhauled

Letters have been received by Stephen E. Barton of the Red Cross from Miss Clara Barton and Charles H. H. Cottrell, describing the conditions at Santiago on July 26. Miss Barton announced that all the hungry were being fed, and Mr. Cottrell declared that the timely arrival of the Cuban Relief Committee's cargo on the State of Texas saved the lives of hundreds of soldiers.

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PEACE COMMISSION'S MEMBERS

Judge Day, Justice McKenna, Gen. Porter, Senator Lodge, and Mr. Coudert Are Mentioned.

WASHINGTON, Aug. 14.—The composition of the Peace Commission was much discussed to-day, but no final selections, it appears, have as yet been made. From high authority it was reported to-night that the President has under consideration the following: Judge Day, Justice McKenna, Gen. Horace Porter, Senator Lodge, and Frederic R. Coudert.

Ambassador Porter is especially considered because of his knowledge of French and his presence in Paris. It is said that Senator Davis would have been selected, but for the fact that he has a close political contest on hand.

W. C. DALY BADLY HURT.

Team Runs Away and He and His Family Are Thrown Out.

William C. Daly, the well-known turfman, was badly hurt in a runaway accident while driving yesterday with several members of his family, near his residence at Sheepshead Bay.

Mr. Daily left his residence in Meck Lane with his wife and two children and his sister-in-law. The party were in a two-seated surrey, behind a pole team of trotters, valued at several thousand dollars. The party had scarcely left the house when the surrey pole broke, and the frightened horses dashed into the Coney Island Boulevard and started on a wild run toward Coney Island.

After running a quarter of a mile the surrey was forced against a tree and the occupants were hurled headlong to the street. They were picked up by a party of wheelmen and carried to a near-by hotel, where they were attended by Dr. Pettitt of Sheepshead Bay Road.

Mr. Daly had sustained a dislocation of the right shoulder, and was badly cut and bruised about the face and body. The woman and children were only slightly bruised, but all suffered from shock, and will be confined to their beds for several days.

The party was later taken home in a carriage. The surrey [illegible]

A TRUCE IN PUERTO RICO

Gen. Macias First Declined to Respect the Flag Sent Out by Gen. Wilson.

CORPORAL SWANSON KILLED

Other Americans Wounded in an Engagement with Spaniards Near Coamo—The Enemy Driven from His Guns.

MADRID, Aug. 14—4 P. M.—The Governors General of Cuba and Puerto Rico have acknowledged the receipt of the news of the suspension of hostilities between the United States and Spain, and announce the carrying out of the orders.

An order has been issued by the Captain General of Madrid suspending the publication of the Republican newspaper El Pais.

Reports from Havana state that the bombardment of Manzanillo lasted from 8 o'clock until 9 in the evening, and that attacks were made by the insurgents at various points. During the engagement fifteen Spaniards were killed. The American commander summoned the town to surrender, giving the authorities three hours in which to capitulate.

LAST FIGHT IN PUERTO RICO

A Corporal Killed and Several of Our Men Wounded.

HEADQUARTERS OF GEN. WILSON AT COAMO, Aug. 13—Noon.—Gen. Wilson this morning sent a party with a flag of truce to notify the Spaniards of the suspension of hostilities, but the flag was not respected. This was by order of Governor General Macias. As Gen. Macias has no communication with Madrid, he may thus cut himself off from official notification of the situation, although natives have been sent through the Spanish lines to spread the news that a cessation of hostilities had been ordered.

The soldiers of the American Army generally receive the news of peace with delight, although some are disappointed that there is to be no further fighting, and many officers express regret at the suspension of hostilities in the midst of the campaign.

Gen. Wilson moved one Lancaster battery out to the front yesterday afternoon for the purpose of shelling the Spanish position on the crest of the mountain at the head of the pass through which the road winds. The enemy occupied a position of great natural strength, protected by seven lines of intrenchments and a battery of two howitzers. The Spaniards were eager for the fray, and earlier in the day had fired upon Col. Biddle of the Engineer Corps, who, with a platoon of Troop C of New York, was reconnoitring on their right flank.

As our battery rounded a curve in the road, 2,000 yards away, the enemy opened an artillery and infantry fire. Four companies of the Third Wisconsin, which were posted on the bluffs to the right of the road, were not permitted to respond to the infantry fire. The guns advanced at a gallop in the face of a terrific fire, were unlimbered, and were soon hurling common shell and shrapnel at the enemy at a lively rate, striking the emplacements, batteries, and intrenchments with the rhythmic regularity of a triphammer. The enemy soon abandoned one gun, but continued to serve the other at intervals for over an hour. They had our range, and their shrapnel burst repeatedly over our men. The fragments of one shell killed Corp. Swanson of Company L and seriously wounded Corp. Yanke and Privates Bunce and Vought.

Capt. Paget, the British army officer who is with the American forces for the purpose of observing the operations in the field, distinguished himself by aiding Dr. Woodbury.

Here Capt. Lee and Private Sizer of Company F were wounded by Mauser bullets. In about two hours the enemy abandoned the other gun, and the men began to flee from the intrenchments toward a banana grove in the gorge. Our guns shelled them as they ran.

One gun was now ordered to advance to a position a quarter of a mile further on. It had just reached the new position when Spanish infantry reinforcements filed into the trenches and fired down a deadly fire upon our men, compelling the battery to retire at a gallop. Then both the enemy's howitzers reopened and shrapnel screamed and Mausers sang. Another gun galloped from the rear, but our ammunition was exhausted. Lieut. Maines was shot in the body by a Mauser just before his gun retired, the ball following a rib. The orders issued for two companies to advance were countermanded and the firing soon ceased.

Col. Bliss of Gen. Wilson's staff went forward to the enemy's lines with a flag of truce, and explained that peace negotiations were almost concluded, and that their position was untenable, and demanded their surrender. The commander asked until to-morrow morning in order that he might communicate with Governor General Macias at San Juan.

Gen. Wilson and his staff viewed to-day's action from a hill at the right of the battery. The enemy's guns were fired from a high elevation with low velocity. The Spaniards have the ranges as accurately as they had at Santiago. Their position from the front is almost impregnable, but it can be turned.

Estimates of the strength of the enemy range from 500 to 1,000. Their position is five miles from Aibonito.

"Tell the American General, if he desires to avoid further shedding of blood to remain where he is."

This is the reply that the Spanish commander, Col. Nuevillas, sent to Gen. Wilson's demand for the surrender of Aibonito made last night.

PONCE, Puerto Rico, Aug. 13—Evening.—The peace news has stopped all forward movement of the American Army in Puerto Rico. Gen. Wilson, at Coamo, and Gen. Schwan at Mayaguez, will remain at those places. Gen. Henry, who is at Utuado, will return to Adjuntas, and Gen. Brooke, who had advanced beyond Guyama, will return to that town.

Gen. Miles expects to do nothing pending the arrival at San Juan of the Peace Commissioners.

BLANCO GETS OFFICIAL NEWS.

Transmitted Through American Officials by Way of New York.

WASHINGTON, Aug. 14.—Gen. Blanco did not receive official notice of the signing of the protocol and the cessation of hostilities until last night. This official notice came through this country, was received at New York, and transmitted over our wires, and through our officials to the Governor General.

Despite all rumors to the contrary, the Government is confident that Blanco is still [illegible]

DEWEY NOT YET INFORMED.

News of the Cessation of Hostilities Will Be Hurried to Him from Hongkong.

HONGKONG, Aug. 14.—News of the cessation of hostilities between the United States and Spain was received here yesterday. The British steamer Australian, bound for Sydney, New South Wales, was chartered to carry the news to Manila. No other vessel was available for the purpose, owing to the prevalence of typhoons.

WASHINGTON, Aug. 14.—War has not yet ended in the Far East. It is not likely that it will end before Tuesday of this week. The blockade has been raised from the coast of Cuba, the American armies are melting away from before Santiago, and the troops will soon begin leaving Puerto Rico, which they have conquered merely by appearing there under the flag of the free and progressive Republic.

When the protocol was signed last Friday afternoon at 4:28, a dispatch was immediately sent to Admiral Dewey advising him of the cessation of hostilities.

Friday afternoon here was Saturday morning in Hongkong, where the dispatch had to be sent.

It has been the custom of the Admiral to have a dispatch boat in Hongkong either on Saturday or Monday, but none arrived on Saturday.

The fact that the Consul has hired a vessel to carry the news causes no surprise in Washington, as it is known that the Consul could assume such authority under the circumstances.

The voyage from Hongkong to Manila is about sixty to seventy hours of steaming, or two and a half days. If the message could have left Hongkong yesterday, it would reach Dewey by Tuesday, but now it can hardly reach him before Thursday, even if the dispatch boat should leave Hongkong to-morrow.

This is not at all certain, and it is quite probable, therefore, that war may rage around Manila all this week. It is certainly in progress there still, and there is no likelihood of the Navy Department hearing anything from Dewey until Saturday or next Sunday. This seems an anomaly in modern war, where the telegraph and submarine cables should be able to take a dispatch to any part of the globe in a very short time.

In earlier times of course war continued until the slow arrival of the sailing ship, and many important battles have been fought after the signing of the treaty of peace, as, for instance, the battle of New Orleans in the war of 1812-14, but Manila up to May 1 was connected with the rest of the world by cable. That cable still remains although one end of it is sealed up in Hongkong, and the other is anchored somewhere in the Bay of Manila.

There is no possibility of having it used to put an end to the war, and thus Spain; by her own act, aids an enemy, inflicting upon her possessions and her armies and citizens unnecessary injuries.

The cable to Manila is operated by the Eastern Cable Company. It is subsidized by Spain, and cannot be operated, except by the permission of the Spanish Government. This permission was withdrawn as soon as Admiral Dewey got into position to make use of the wire. On June 1 the cable people asked Spain to allow them to use the cable in a neutral manner, open to all, but Sagasta indignantly refused.

The company thereupon sealed up the Hongkong end and Dewey has cut and anchored the Manila end at some point where he can keep his eye upon it.

This peculiar situation will enable Dewey and Merritt to strike a heavy and telling blow at Manila this week, if they have not already captured the city. It gives them time to carry out the programme of the war, and to get possession of the city, which the protocol provides for, and, also, to prove to Aguinaldo that this country will have its way in the Philippines, and is not simply playing the bloody game of war to establish another volcanic republic.

The Navy Department expects to receive startling news from Manila by the end of the week. It is not at all improbable that Merritt and the victor of Manila may have already struck a blow that will clear up the situation and change our destiny, as intimated in the protocol with regard to the Philippines and the East.

MADRID PAPERS ON PEACE.

They Generally Accept the Nation's Defeat with Bitter Lamentations—Only a Few Contented.

MADRID, Aug. 14.—El Pais to-day printed the text of the protocol signed by the United States and Spain with mourning borders, and says: "Spain, without colonies, is reduced to the rôle of a third-rate power."

El Imparcial says: "Peace will not bring to Spain even the rest she so much needs after three years and a half of war."

El Nacion says bitterly: "If Spain had at least been vanquished only after a furious and heroic struggle, she could resign herself. Peace with the United States will only be a momentary respite from our misfortune."

El Liberal says the article in the protocol relating to the Philippines does not indicate that anything good for Spain will be fixed upon; and the question will not be settled favorably for her.

El Globo, (Ministerial,) pines for peace between Spain and the United States and says the communications on Eastern questions which Day and Cambon have signed begin the first chapter in a new history of Europe.

El Tiempo (Conservative) says: "Peace is an accomplished fact. The bitterness of defeat does not prevent us from seeing with satisfaction the end of the war."

El Heraldo expresses doubt "if a Government which has allowed itself to be dragged into a war will acquit itself well by negotiating peace."

LONDON, Aug. 15.—The Madrid correspondent of The Daily Mail says:

"The comments of the press on the protocol are a veritable funeral hymn on the destruction of the Spanish colonial empire. Some days ago the desire for peace made the people close their eyes to the price, but now, upon reading the protocol, they realize that the cost is the loss of that empire which Spain had conquered with so much glory, and that Spain now falls to the second rank among the nations. The public mind is stunned and there is general mourning.

"Gen. Blanco telegraphs that Havana is greatly agitated by the news of the signing of the protocol, and that much anxiety is manifested to learn the conditions, which have not yet been published. Some uneasiness is felt regarding the effect that the text of the protocol may have on the Spanish volunteers in Havana. Many newspapers express grief and despair that the men who brought disaster on Spain by lack of foresight, organization, and ability should continue to govern the country."

MADRID, Aug. 15.—The city was patrolled by police last night, but perfect tranquility prevails. The publication of the protocol produced keen disappointment so far as it refers to the Philippines, where it had been hoped Spain would preserve her sovereignty intact. Clause III. of the protocol dispels this illusion.

Echoing public feeling the independent and opposition papers bitterly criticise the clause as affording pretext for curtailing Spanish sovereignty in an archipelago where control or interference of a foreign power would make the natives ungovernable.

SAGASTA SURE TO CONTROL.

No Trouble Expected Even if Some Ministers Resign.

LONDON, Aug. 15.—The Times's Madrid correspondent, telegraphing Sunday, says:

"The publication of the protocol has not made much impression because the contents were already known. The only doubtful point referred to the time of the convocation of the Cortes. Although there is a strong Cabinet dissension on this point, some apprehending a crisis, little importance need be attached to it, because it is even unlikely that in the event of one or two Ministers resigning the course of the peace negotiations will be seriously affected, because, in the long run, Sagasta is certain to have his own way.

"Meanwhile he allows his colleagues to discuss the subject freely and wisely keeps his own counsel. There is no conceivable doubt that the Cortes will approve of peace, and the date of the convocation of the Cortes can only affect personal party interests.

"It is too soon to speak confidently of the impression the preliminary conditions of peace, when examined closely, will make on the Spanish people generally, but there is no doubt the news of the termination of hostilities will be received by a great majority with satisfaction.

"During the last few weeks there has been a great change in public opinion. Though it was universally recognized from the beginning that in the long run America would prove herself stronger than Spain, it was generally expected that the bravery, dash, and tenacity of the Spanish army and navy would in some measure counterbalance the superiority of the United States in population and resources, and that consequently the conditions of peace would not be very onerous. This illusion was dispelled by the destruction of Cervera's squadron, the capitulation of Santiago, and other well-known incidents of the campaign, and gradually the conviction spread that as Spain was evidently incapable of defending herself, the sooner she made peace the better.

"It may pretty safely be assumed, therefore, that the decision of the Government will be generally approved. Whether the Government will subsequently be called to account for negligence in its preparation for war, and for the manner in which the campaign was conducted, is another question."

FOREIGN NEWSPAPER COMMENT.

The New York Times Quoted by Its London Namesake.

LONDON, Aug. 14.—The Times this morning comments editorially upon the generous universal recognition of the part which President McKinley has played throughout the war between the United States and Spain, and says:

"If foreign observers might presume to have an opinion upon his conduct it would probably be that President McKinley has kept his finger constantly upon the National pulse, and has known how to stimulate and direct National thought without too markedly outrunning its movement.

"Everything has been done in the open, every move has been discussed as a possibility all over the United States before the Government was irrevocably committed one way or the other, and the result of this cautious, tentative policy is that where he stands at this moment the President has the whole American people at his back.

"We do not know that there can be any higher statesmanship for a President governing under the Constitution of the United States.

"It is noteworthy that while the Spaniards, who are usually regarded as chivalrous, romantic, and mediaeval, have turned first to the financial aspect of the situation, the Americans, who are usually supposed to be intensely practical, have as yet hardly given a thought to the financial or economic side of the question. What occupies the American people at this moment is not the cost of the war, the value of their acquisitions, or the balance of the profit and loss account, but the moral result of the struggle and the nature of the ideas which it stimulates.

"Whether Bryanism is dead or only sleeping, whether the smaller issues of party warfare are superseded by large and worthy conceptions of National policy or only thrown for the time into the background, there can be no doubt that the war has had and will have a profound effect upon American ideas and aims. Not only has it renovated the idea of National unity, impaired by the great civil struggle, but it has supplied that sense of contact with external forces which is probably one of the most potent influences in favor of maintaining the National spirit.

"The Antilles themselves introduce a novel element into American life, and open up questions upon which parties may differ greatly and worthily. This in itself is a gain, and one which was more or less conscientiously sought when the war was undertaken. The perilous unrest spoken of by THE NEW YORK TIMES was a real National evil which sprang directly, so far as foreigners can judge, from the disappearance

MR. CROKER STOLE AWAY

Tammany Leader Started for a Drive, and Has Been Missing at Saratoga Ever Since.

NOBODY KNOWS WHERE HE IS

There Has Been No Real Test of Strength Between Hill and Croker—Democrats Are Hopeful and in Earnest.

SARATOGA, Aug. 14.—It came to light tonight that Richard Croker had disappeared. He went out for a drive at 1 o'clock this afternoon with his private secretary, Thomas F. Smith, and, Mr. Smith said, they were going to Fire Commissioner Scannell's cottage. Early in the evening Mr. Smith came back without Mr. Croker.

Then it was discovered that just before leaving, Mr. Croker had paid his bill at the hotel and had said he was going away for a day or two. Mr. Smith was asked where he was and replied, "Why, I left him at Scannell's. If he has left there I haven't the slightest idea of where he is." Commissioner Scannell, when seen at his cottage, said, "Why, I haven't seen Mr. Croker since this morning."

It was suggested that he had gone to a dinner Maurice Untermyer gave to-night at Moons-on-the-Lake. When Mr. Untermyer returned to town he said he had seen nothing of him. "I think," he said, "that he must be stopping with a friend somewhere. If he had gone for any length of time it seems to me he would surely have let me know, as we are going to the Woods together. We start for my cottage at Round Lake on Tuesday night. He has not canceled the engagement, so he will be back. I shouldn't be at all surprised, however, if he had gone to Richfield Springs, where his family is stopping, but if he has he won't stay long."

Among the numerous rumors which started when Mr. Croker's disappearance was discovered was one that he had heard serious reports of some doings of Mr. Hill up the State and had hurried away to consult with Senator Murphy at Troy or Long Branch.

It was the prevailing opinion, however, that he had gone to see his family, and it is believed that he will return to-morrow or Tuesday.

His disappearance worries the less prominent politicians who are scurrying about searching for definite information. They cannot decide whether it is worth while to pay hotel bills here for another day or two in expectation of the chief's return or leave for their homes at once.

No Test Between the Leaders.

In spite of the opinions of a good many of the Tammany politicians here that Mr. Croker has proved that he is the controlling power in the party organization of the State and the opinions of just as many Hill men that the former Senator is undoubtedly the party leader there has yet been no show of hands.

There has been nothing to prove how the State Committee stands in regard to the two men, and if there is a struggle for supremacy between Mr. Hill and the leader of Tammany Hall its result will not come to light until the Democrats gather at Syracuse for the convention.

It is nevertheless interesting to hear the Tammany and the Hill men give their "absolute proofs" that it is no longer a question who is at the helm. The Croker men say, of course, Mr. Croker showed that he is the party leader when he went into the meeting of the State Committee and suggested a plan of action which was followed by that body. The Hill men say "why, of course, Hill showed that he's the boss. He's got six out of the ten members in the State Committee, and the convention goes to Syracuse, which is just where he wanted it."

In fact, there are just as many arguments on one side as on the other, which leads some of the leaders who have not taken an active part in this spirited discussion to say that Mr. Croker and Mr. Hill had come out of the affair equally well and that it looks as if on minor matters, at any rate, there had been some sort of an agreement between them for the sake of party harmony.

How the Committee Stands.

It is believed by some of the best informed men in the organization that Mr. Hill, if he intends to test his strength as against Mr. Croker's, will do so at the meeting of the State Committee that is to be held in Syracuse on the evening before the day set for the convention. There is a report that the committee stands thirty-eight for Mr. Croker and twelve for Mr. Hill but they have taken no vote on any matter on which they have been divided.

Mr. Croker, after his breakfast, went to mass in the little Catholic Church three blocks from his hotel. After leaving the church he returned to the hotel, and as he came up the steps the Tammany men on the porch lifted their hats. They left their seats and followed him into the corridor, where they surrounded him and hemmed him in. Those not prominent in the organization stood with their hats off in the presence of the chief.

Nearly all day John F. Carroll, Corporation Counsel Whalen, and Maurice Untermeyer sat on the hotel porch, and Mayor Van Wyck spent the greater part of his time strolling about the corridor. Over at the United States Hotel there was another party of prominent men in the Tammany organization. In the afternoon Congressman Sulzer and a few others drove out to a clambake at the training quarters of "Kid" McCoy, the prizefighter. Mr. McCoy, however, he was not present to do the honors.

The Salvation Army held services this afternoon in front of the hotels where the Democrats are stopping. The leader had a banjo and between songs addressed himself to the people on the porches. Even the Mayor came out to listen. Congressman Sulzer listened with rapt attention. "This," said he, "is a style of religion that appeals to me," and he stopped talking politics for the rest of the time the army was holding forth.

There are all sorts of campaign buttons in circulation. There is an enormous Croker button and a Hill button of equa. size. There are Van Wyck buttons, Danforth buttons, and even Roosevelt buttons have crept in and are worn by some of the women.

"It's a strange thing," said Bimberg, the button man, "the way the ladies clamor for the Van Wyck button. It appears that he is a great favorite with them."

The Canal Scandal a Factor.

The reports brought here from different parts of the State by the members of the State Committee show, the Tammany leaders say, that there is a great increase in Democratic sentiment in the country districts [illegible] There is no doubt of a great falling off in the Republican vote in the up-the-State counties. He says there will be a landslide for the Democrats on election day. The Tammany leaders figure from the reports received by the committeemen that their party will carry the State by 50,000 plurality.

Senator Thomas F. Grady says Tammany will surely give a great Democratic vote and that the indications show a very bright prospect in all parts of the State.

The new Campaign Committee is likely to take most of the work of the State Committee off its hands. It is possible that the campaign funds will be turned over to the new committee and that it will have full charge in conducting the campaign. The committee's Chairman, Senator McCarren, is friendly to Mr. Croker, a fact that gives the Tammany men a great deal of hope.

Close friends of Mr. Hill say it is absurd to take the reports of a great boom for Mayor Van Wyck for Governor seriously. The Tammany leaders, they say, would never think of nominating the Mayor. They point out that his nomination would leave his present office vacant and necessitate a new election. The entire Van Wyck boom is being carried around by Augustus Scheu of Buffalo and Register Fromme. Both these men are talking Van Wyck to everybody they meet. It was they who started whatever talk there is about the Mayor, and they seem to find difficulty in arousing others to their degree of enthusiasm for their candidate.

"The Mayor himself has been quoted as saying he would not accept the nomination, but he said to-day, "I have not talked about this matter to a soul. I have given out no interviews, and I stick to my rule of saying nothing for publication." Some of the Tammany men say the Hill men were all for the Mayor as second choice after Elliot Danforth, and that they were very much disappointed to learn that Tammany objected to leaving the Mayor's office vacant.

It is taken for granted by the Democrats here that Corporation Counsel Whalen is to be given a nomination for the Supreme Court bench. There is also a strong belief that Maurice Untermyer will be nominated for the Supreme Court. He wants the nomination, and he is a close friend of Mr. Croker.

Senator McCarren, the Chairman of the Democratic Campaign Committee, said tonight: "There is plenty of work for our committee to do. The party organization is weak in all places but New York, Brooklyn, Albany, and Troy, and it has got to be strengthened right away. Nevertheless the outlook is very good. The force bill and the canal scandal are going to raise the deuce with the Republicans all over the State. The canal business is more than the farmers will stand for."

Among the guests at Mr. Untermyer's dinner to-night were Mayor Van Wyck, Senator Grady, John F. Carroll, ex-State Senator Fox, John D. McDonald, and Mr. Untermyer's brother, Samuel Untermyer, and his wife.

THREE LOST FROM A YACHT.

Were Swept from the Leona's Deck by a Barge's Towline Near Boston Light.

BOSTON, Aug. 14.—The sloop yacht Leona, with seventeen men aboard, while anchored outside of Boston Light, was run into by a barge in tow of the tug Honeybrook, and five men were swept from the deck by the heavy towline. Two of the number, C. W. Sellman and Albert Nordell, were drowned; another, Augustus Casperson, was killed by being jammed between the towline and the deck, while the other two, Peter Nelson and John Harkinson, although sustaining injuries, were rescued.

The Leona left City Point late last night with a fishing party from Cambridge, and about 2 o'clock anchored three miles east of Boston Light. Capt. Guyer, who had charge of the sloop, claims that anchor lights were immediately set, and the party turned in for a few hours' sleep. Shortly after the tug Honeybrook, with three Jersey Central barges, came across the bay, and the tug, after dropping one of the barges, which was bound for this city, started off with the other two for Salem. It was just after this that the accident occurred, either because of the light on the yacht not being seen or the swinging of one of the barges. The tug cleared the yacht all right, but the first barge struck the sloop a glancing blow without causing much damage, but throwing all those on board into a panic. They rushed on deck, and five of them were swept off by the towline, which connected the first and second barges.

Just how Casperson met his death is not definitely known, but when he was taken from the water there was a dark mark across his throat, and he gave every appearance of having been strangled.

The tug dropped the two barges and started to assist the yacht, but as she was not sinking the crew of the Honeybrook began a search for the two missing men. Nothing was seen of them, and after three hours' search the tug continued on to Salem, while the sloop, with Casperson's body, came up to the city.

Later in the day the police boat went down to the scene of the collision, but did not recover the bodies of Sellman and Nordell. All three unfortunate men were married, and Sellman and Nordell left families.

THE WEATHER.

The local forecast may be found at the top of this page to the right of the title.

Heavy rains have occurred in the Middle Atlantic Coast, Norfolk reporting 5 inches of rainfall in about six hours; Lynchburg and Cape May reported no rain; Washington City light rains, and Raleigh 0.14. Thunderstorms and showers have occurred in the Middle Mississippi Valley.

The temperature has risen in the Upper Missouri Valley and the lake regions, and has remained nearly stationary elsewhere. The pressure continues high from the Mississippi River to the Atlantic Coast and off the North Pacific Coast.

Generally fair weather may be expected in all districts, preceded by showers in the Middle Mississippi Valley and on the Middle Atlantic Coast. The temperature will rise in the Middle Mississippi Valley and the upper lake region, and will probably fall in the Northern Rocky Mountain region.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.—		TIMES.
	1897.	1898.	1898.
3 A. M.	66	68	68
6 A. M.	64	67	70
9 A. M.	72	69	74
12 M	78	74	78
4 P. M.	78	74	78
6 P. M.	77	73	77
9 P. M.	76	70	74
12 P. M.	74	70	73

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square	74
Weather Bureau	72
Corresponding date, 1897	73
Corresponding date for last twenty years	73

The highest temperature yesterday was 76° at 1 P. M., and the lowest was 67° at 6 A. M. The humidity at 8 A. M. was 65 [illegible]

FOUR TRANSPORTS REACH MONTAUK

Col. Roosevelt and Gen. Wheeler Among Those on Board.

FOUR THOUSAND NOW THERE

One Case of Death from Yellow Fever on the St. Louis.

No Other Suspicious Cases, but a Strict Quarantine Is to be Observed as a Precaution.

MONTAUK, L. I., Aug. 14.—Four more Government transports, the St. Louis, Vigilancia, Miami, and Matteawan, carrying an aggregate of over 3,000 officers and men who have seen service in Cuba, arrived here to-day, and there are now nearly 4,000 soldiers at this place, about 1,200 in the detention camps, and the balance still on the vessels that brought them.

On the Miami were Col. Theodore Roosevelt, Gen. "Joe" Wheeler, Lieut. "Joe" Wheeler, Jr., and 680 officers and men of the Rough Riders. This transport arrived off the camp shortly after 8 o'clock this evening. She was at once boarded by Dr. Magruder, who merely desired to know the condition of the men on board. He reported that there was no infectious disease on the Miami, only thirty-four men being sick with malaria, dysentery, and minor ills. He will make a careful inspection of the transport in the morning, and the passengers will be landed afterward at the quarantine dock. The officers who came with the Rough Riders are, besides Col. Roosevelt, Majors Hersey, Jenkins, and Church, Capts. Muller, Houston, Luna, and McCormick, Lieuts. Griffin, Woodbury Kane, Carter, Troutz, Greenway, Ferguson, Hayes, Day, Keyes, Reming, Dame, and Goodrich, and Chaplain Brown.

Communication was held late to-night with Col. Roosevelt through the aid of Dr. Magruder. He said he was in the best of health, and had at no time suffered seriously. He asked that Mrs. Roosevelt, at Oyster Bay, be notified of his arrival. He was anxious to come ashore, but permission was refused by the Quarantine officer, and he will stay on the Miami until about 11 o'clock to-morrow morning, when he will disembark with Gen. Wheeler.

A little boat from one of the numerous steam launches in the bay here went out to the Miami to greet Col. Roosevelt. There was a band on board, which played "When Johnny Comes Marching Home," and the party on board the boat cheered the Colonel. They were not allowed to approach the transport, but the Colonel heard the cheers and came on deck waving his hat and returning the cheers.

Vigilancia's Men Landed.

The 699 officers and men of the Sixth and Thirteenth Infantry who came on the Vigilancia were landed late this evening, and their disembarkation was in strange contrast with that of the troops landed earlier in the day from the Gate City. On board the barge that transferred them from the transport the band was playing stirring patriotic airs and the soldiers cheered again and again. As soon as they landed they formed in line and to the sound of an inspiring march walked off in the darkness to their lonely camp beyond the hills.

Although the long and eagerly expected St. Louis was the first ship to show her nose around the point, her passengers could not be disembarked to-day owing to a case of yellow fever which was diagnosed on board of her only two days before she arrived. The victim was Oliver Longwood, a private of Company B, Ninth United States Infantry. He died at 2:15 this morning, and was buried at sea with military honors at sunrise.

The St. Louis left Santiago on Wednesday, Aug. 10, with detachments of the Ninth and Tenth United States Infantry, two companies of the Seventy-first New York Volunteers, and six troopers of the Rough Riders, in all 872 officers and men. With her crew of 330 she had on the trip 1,202 men, and all of these will have to go through a rigorous quarantine on account of the one unfortunate who died from the dread disease.

Few Sick on Board.

There are no other suspicious cases on board at present, and the sick list numbers but twenty-four, all suffering from malaria, dysentery, and intermittent fever. Not a single case of typhoid fever was recorded. Immediately upon the arrival of the St. Louis the Marine Hospital barge Protector went alongside and began her work of disinfecting the vessel. Every man on board will receive a bath and a new complete outfit of clothing before he is allowed to leave the vessel. One thousand suits of clothing and other necessaries were provided by the Quartermaster's Department upon the requisition of the Marine Hospital authorities.

As fast as a man is bathed and disinfected he will be transferred to a barge, and when she has a full load on board the troops will be landed at the Quarantine Station. They will be at once placed in the detention camp and watched for five days as closely as possible. Not a man will be allowed to leave the camp, nor will any one be allowed to enter. Provisions will be deposited at the dead line, and the quarantined men will fetch them.

It is a sore disappointment to the relatives and friends of the men to be compelled to wait five days before they will be permitted to shake hands with their dear ones, but no exceptions will be made under any circumstances, and the period of incubation will have to lapse before even a telegram or letter can leave the detention camp.

The Vigilancia, which sailed from Santiago on Monday, Aug. 8, brought 699 officers and men of the Sixth and Thirteenth United States Infantry. When she sailed from the Cuban harbor she had 62 sick on board, but this afternoon her Surgeons reported to the boarding officer that only 21 men were sick, all with non-infectious diseases. At no time was there any yellow fever noticed, and there will therefore be no necessity of fumigating or disinfecting the ship. Gen. Ames is in command of the troops who came on the Vigilancia.

In a statement given out by Dr. H. M. Magruder, chief of the Marine Hospital here, on the condition of the troops, he said he anticipated no trouble in checking any outbreak of yellow fever which might occur among the troops who were [illegible]

to infection on board the St. Louis. As a matter of fact he did not believe that any more cases would come up, but he has made preparations to effectually cope with the disease the very moment the first symptoms become noticeable.

As for the troops arriving on the transports, among whom no yellow fever case has been reported, their detention in isolated camps is a mere formality. The nature of the diseases from which the sick men are suffering are such as to preclude any possibility of infection, and the fact that more than 60 per cent. of the men who were sick when they left Cuba have recuperated sufficiently to avoid being placed in the hospital, gives room for the hope that the improved conditions under which they will live here will bring about their speedy and complete recovery.

No Spirit at the Start.

When the troops left Santiago, Dr. Magruder said, they were so down-hearted, dejected, and generally miserable that they had not the spirit to make return to the cheers which greeted them on all sides from the men, who bid them godspeed. All on board was quiet as the grave. The weary, emaciated forms of the troopers slunk away in some lonely spot, where they could brood in peace and silence. Their sole aim was to obtain rest and a refreshing breeze to cool their feverish brows. All had lost their interest in their surroundings, and even the cheering fact that at last they were on their way to what they had so often spoken of as "God's country" was not sufficient to bring a smile to their white faces and parched lips. They were simply worn out, and realized it.

With every day, however, that brought them nearer the beloved shores, their spirits rose. As the pest-ridden atmosphere of the southern waters was left behind, and fresh, invigorating breezes blew the clear, healthful air into their nostrils, the men began to lose their listlessness. Somehow the hardtack tasted better, the bacon was not so salt and rancid after all, the beans had a better flavor. There were less complaints and more appetite. Some even began to think of shaving and improving their appearance. It took, however, a good, square look at American soil to bring the flush back to the cheeks of the weary warriors. This morning they were jolly. They jumped with glee at the thought of soon touching American soil with their feet, and receiving a hearty, old-fashioned "Howdy," from the comrades who were eagerly awaiting their arrival.

With the improvement in the condition of their minds, the bodies of the soldiers are rapidly recovering their lost strength. Few of the men, however, can yet call themselves strong and, in fact, is the man he was before he embarked for the seat of war, but a few weeks of the bracing air around Montauk is expected to fully rehabilitate the men and infuse new life into them.

Landing of Gate City Men.

The first veterans to set foot here this morning were the troops that arrived here on the Gate City last night, comprising Troops H, G, I, and B of the Third Cavalry and a detachment of the Sixth, Troop G of the Third disembarking first.

In a business-like way, without flourish or cheers, the men stepped off the barge that conveyed them from the transport to the Quarantine pier, carrying their full accoutrements. Slowly they marched to within 100 yards beyond the Quarantine station, formed ranks, answered to the count, and awaited the order to break ranks. For fully four minutes they stood, drawn up in double file, and then, at the word of command, threw off their packs and squatted on the ground.

News travels slowly in this immense camping ground, and it was some time before the men of the Sixth Cavalry, who have been here for several days, heard that their comrades were disembarking. When they did, however, they hurried to the dock. Small groups came on a run over the hills and soon gathered at the dead line, where grim sentries blocked the way.

None was allowed to pass, and greetings had to be exchanged at a distance of about twelve feet. They were none the less hearty, however, and men whose parting was as sudden as their meeting gave full vent to their feelings as soon as they caught sight of each other.

"I'd like to shake hands with you mighty well, old man," came from the camp side with great frequency.

"Indeed, I wish I could, old fellow," was the no less frequent response.

It was nearly 1 o'clock before the last of the troopers had left the barge, and by that time the men, who had had nothing to eat since early morning, were beginning to feel the want of food.

"Got anything to eat at this place?" was a question that came from a dozen men, "and for heaven's sake, something beside bacon and beans. We want something civilized."

The lunchroom, about a hundred yards away, was pointed out to the men. They were informed that there were plenty of sandwiches, eggs, milk, &c., to be had there and in less than a minute money came flying over the dividing space.

"Bring what this will fetch," was the invariable answer to the question of how much was wanted. The soldiers threw over 50-cent pieces, dollar bills, and in some cases even two dollar bills. They wanted no change. What they wanted was value for their money in the way of eatables, and they got it. Dozens of eager hands, anxious to do the returning soldiers a favor, grasped the money and ran at top speed to the lunchroom, bringing back great stacks of sandwiches, cans of milk, and coffee, and as many delicacies as the money would buy.

Some Talks with the Men.

Their hunger to some extent appeased, the men were willing to talk and say something about themselves.

"We were right in the cheese of it," said a bearded Corporal. "And we got it pretty heavy, but we came out all right, and here we are. Glad to get back? Well, rather. Why, one breath of this fresh air is worth a block of houses in Cuba. I thought I never would be a well man again before we left that God-forsaken island. Ours was the first ship to leave the harbor of Santiago, and the boys remaining there cheered us to the echo, but there was not a man on board who had the heart to answer. We just couldn't. Our voices wouldn't work and our knees were weak. We didn't know what was the matter with us, and we didn't care. All we wanted was to get away, and the sooner the better. We hadn't been out a day when we felt the effect of the change."

The men who arrived on the Gate City were all paid off before they left Santiago, and are, in consequence, well provided with money. As many as could obtain messengers sent telegrams to their relatives, announcing their safe arrival, and a good many who could not slipped out themselves. They are not infected, and the quarantine regulations against them are therefore not strictly enforced.

Each man underwent careful inspection at the hands of the surgeons, who boarded the transport this morning shortly after assembly was sounded at 7 o'clock. Their eyes were examined, and they were thoroughly questioned as to their physical condition. The physicians satisfied themselves that none of the men were infected, and all were allowed to land without going through the fumigating process, or even changing clothing.

Their less fortunate comrades on the St. Louis will have to wait until to-morrow evening before they will be allowed to land. The disinfecting process will be accomplished to-night, but the bathing of the men and the transfer to the Marine Hospital barge will take the larger part of to-morrow. About 100 to 150 men can be bathed in an hour in the plunge and showers of the barge Protector, so that the bathing alone will occupy fully six hours.

The men from the Matteawan will, unless yellow fever is discovered on board, be landed to-morrow. They arrived too late to-night to be inspected.

Engineers at the Camp.

Six hundred engineers arrived in camp today from Fort Sheridan. They form two batalions, the First, under command of Major Richard Henry Savage and the Second, under command of Major E. Pickett. They will at once be put to work laying out roads, drill grounds, and making such other improvements as are necessary for the accommodation of the troops. Under their care, it is expected the camp will fast assume an orderly appearance, and some improvements which are badly needed will no doubt be soon completed.

One hundred men of the Third Cavalry, formerly stationed at Tampa, also arrived here to-day, and were assigned to quarters which had already been prepared for them.

The Commissary Department was reinforced to-day by the arrival of Capt. E. B. Fenton, who served formerly on the staff of Gen. Duffield at Santiago as Commissary, and was subsequently transferred to Gen. Lee's staff on account of ill health. He could not improve in the South, however, and was ordered here.

The Commissary Department has ordered 300,000 rations, which will arrive to-morrow, but it is very short of room, and efforts are being made to secure an additional building.

Nearly 200 men are in the hospitals, including the sick that came in on the transports Gate City and Vigilancia. All provisions have been made for their comfort, and with good, healthy food and the excellent treatment they receive here their recovery is only a matter of a few days.

TROOPS FROM CUBA LANDED

All the Soldiers Who Came North on the Seguranca Now on Shore.

IN TATTERS, BUT CHEERFUL

Discharged Men Excited the Pity of a Crowd on the Battery—Sick and Wounded Sent to Hospital.

The United States transport Seguranca, which arrived here Friday night with 331 sick soldiers and passengers from Port Tampa, was released from Quarantine yesterday and the last of the troops were taken from her and landed in New York. The Governors Island boat, General Hancock, was busy plying between the different forts and Quarantine and various landing places in the city disposing of the troops, who seemed to be white elephants on the hands of the authorities.

The General Hancock yesterday afternoon steamed down to Swinburne Island and got all but one of the men detained there. She brought 100 men when she landed at the Battery at 4 o'clock. Eighty-four of these were men from the different army divisions, whose terms of enlistment in the regular army have expired.

Sixteen sick and wounded men were taken to the foot of East Twenty-sixth Street and there transferred to Bellevue Hospital. They were met at the hospital pier by Commissioner of Charities John W. Keller and Superintendent O'Rourke, with six ambulances and a corps of physicians. Most of the cases are serious, and it is feared that one or more may die. John O. Bean of the Fourth Infantry, became delirious on the way to the hospital. He is suffering from a pernicious form of malarial fever. There are no surgical cases, although a number of the men are suffering from slight wounds. Most of the men are afflicted with malaria and dysentery. There is one case of ivy poisoning.

Transportation Money Delayed.

There was considerable dissatisfaction occasioned among the troops at being compelled to wait until this morning for the transportation money furnished by the Government to all discharged soldiers to take them to their homes. Owing to this delay there were twenty-three sorely disappointed men taken from Swinburne Island yesterday on the General Hancock. These men had no money with which to pay for lodgings in the city, and were therefore taken to Fort Hamilton for the night. Some of those who came ashore preferred to pay their own fares to near-by points, while others hunted up inexpensive lodgings near the Army Building in order to be on hand bright and early this morning for the start on the last stage of their weary journey home.

A large crowd at the Battery watched the landing of the men, who were the objects of much commiseration. The soldiers were nearly all the worse for clean clothing, and their general appearance, which in any other circumstance would have appeared almost ludicrous, was in the present case pathetic. Their uniforms in which they started so bravely out a few months ago were ragged and dirty, their shoes were torn and their hats were in many instances mazes of shreds and patchwork, or were missing entirely. Unkempt beards covered their faces, but withal their spirits were undaunted. All were jolly and glad to get on shore, and said they would get better clothing in the morning. As the men filed by the immigrants at the Barge Office laughed at their appearance in great glee, but the soldiers' countrymen and countrywomen did not smile.

Soldiers Recount Their Experiences.

Three of the most ragged and unkempt of the discharged soldiers are natives of the West, and have served the Government for several years. They are William Block and Thomas J. O'Connor of Company A, Third Infantry, and Frederick O. Burgess of the First Infantry. They attracted considerable attention. Each is over six feet tall, with matted hair, and many weeks' growth of beard, and all well covered with dirt and grime, from the Cuban plains. Burgess and Block wore machetes, which they had taken from Spanish officers, and they had many mementos of other descriptions, from a Mauser bullet to a 25 peseta gold piece. All three were eager to tell their experiences, but finally O'Connor was appointed spokesman. He said:

"If I had my choice of shakin' a Cuban's or a Spaniard's hand, I would take the latter every time. You have all heard the tales of Cuban cowardice. They are true in every instance; but we pitied the reconcentrados, who were in such abject want.

"Block and myself were with our regiment in Minnesota at the commencement of the war, and left three feet of snow in April to go to a country where the heat is fearful. We were in the three days' fight. It was very severe at times, but our men never lost their good spirits. On the second day we were lying on the ground, being fired at by sharpshooters, when the man next to me said, 'Say, Tom, give me some tobacco.' He had hardly uttered the request when he was struck by a bullet and severely wounded. 'Never mind the tobacco; I guess I've got as much as I can chew,' he exclaimed.

"Our worst enemy in Cuba was sickness. Block and I were taken with malarial fever, and while in the hospital met Burgess. After we were able to be moved we were put on the transport Knickerbocker, bound for Tampa. During my illness I had lost my uniform, and through the kindness of Gen. Wheeler's daughter, was provided with a blouse shirt and a white yachting cap. I spent $2 for a pair of overalls, and was therefore clothed.

Had to Pay for Food and Berths.

"The trip on the Knickerbocker was anything but pleasant. Rations were so short that in order not to go hungry we had to purchase additional food from the crew's rations, and they also charged us for a berth."

The men showed the receipts to prove the truth of O'Connor's statement. O'Connor's receipts were as follows:

"Received Aug. 6, 1898, from Thomas J. O'Connor, the sum of $2.50 for meals furnished on the United States transport Knickerbocker, five days on passage from Santiago de Cuba to Port Tampa, Fla.
"R. J. POST,
"Master of the Transport Knickerbocker."

"Received $2.50 for stateroom from T. J. O'Connor. CHARLES J. MARTIN,
"Steward."

Continuing, Mr. O'Connor said:

"There were only twenty-seven sick on the Knickerbocker, but they were subject to many trials. We were served with a stew called 'slum.' It was so bad we could hardly eat it, but on the Seguranca it was delicious.

"The first thing I am going to do is to get suitable clothes. Ever since Miss Wheeler gave me this shirt and cap, I have been shunned by people offering fruit and delicacies, as they would not believe I was a soldier."

O'Connor and Block will leave to-day for Minnesota and Burgess for San Francisco.

Of the 140 soldiers sent to Governors Island on Saturday from the transport Seguranca, 43 remained yesterday, the others having dispersed to their homes on furlough. Twelve of those remaining on the island are confined to their beds in the hospital, suffering in almost every instance with typhoid fever, although it was said that not one case was dangerous, and several of the patients will have sufficiently recovered within a few days to go home.

The remaining 29 of the men detained are suffering from the effects of malaria, and although a cot in the hospital is at the disposal of each, throughout the day as well as at night, the majority were up nearly all day yesterday strolling about the island taking the full benefit of the cooling breezes. These men will all leave Governors Island to-day on furlough.

The hospital on Governors Island now contains 88 patients, including convalescents, and is taxed almost to its utmost capacity.

The Seguranca was turned over to the Ward Line by the Government last night. She was thoroughly disinfected, and the wooden bunks were torn out and taken on a lighter to Hoffman Island, where they will be burned.

FIRED AT A STREET CAR.

CHICAGO, Aug. 14.—Four men who tried unsuccessfully to board a north-bound car of the Calumet Electric Street Railway, on Michigan Avenue, near Ninety-fifth Street, at 9 o'clock last evening, fired a fusillade of shots at the car, wounding Otto Diebert, a passenger.

Their attack was met by the motorman and a policeman, who drove them into a long stretch of weeds, in which they made their escape. It is thought that they intended robbing the passengers on the car, as well as the two employes.

CAVALRY TO LEAVE JERSEY.

Rough Riders There Ordered to Montauk—Barges Chartered for the Camp.

Capt. McGinnis, who commands the Roosevelt Rough Riders who for several days have been stalled in Jersey City, yesterday received orders to report with his command at Montauk to-day. Arrangements were at once made to forward the horses, equipments, and ammunition, and they were sent to Bay Ridge yesterday to be forwarded to Montauk.

With the men it was different. There are eight of them now at the City Hospital suffering from malarial fever. There had been seven, but George Allen of Troop A was found prostrated by the same disease in Bergen Square during the afternoon. These are all of the command that Adjt. Sayre could find at short notice, and, though none of them is seriously ill, they are not in condition to be moved.

There were 146 other men of various troops scattered about Jersey City, and where to lay hands on these Adjt. Sayre had no idea. In this dilemma he fell back on the police. At 2 o'clock P. M. Inspector Lange, at the request of the Adjutant, sent out a general alarm to the patrolmen on duty to notify all Rough Riders they could find about the city to report at the Fourth Regiment Armory as soon as possible.

The police were also told to notify the riders that all who were not on hand when the command moved on Monday would be regarded as deserters and treated accordingly. The riders began to straggle in about 5 o'clock, and at night Adjt. Sayre was in hopes that all would report before morning. He could not say exactly at what time the start would be made, but he hoped to get away in time to reach Montauk by the middle of the afternoon.

Two battalions of the Second United States Volunteer Engineers and four troops of the Third United States Cavalry arrived in Jersey City yesterday en route for Montauk Point. The cavalry detachment under command of Capt. Chase arrived from Fernandina, Fla., over the Pennsylvania Railroad at 5:45 A. M., and at once alighted from the cars and breakfasted, their regular army rations being supplemented by hot coffee served from the railroad station restaurant. The horses were taken to the Long Island Railroad station on floats and the men followed with their accoutrements on the ferryboat Jersey City. The detachment of engineers, under command of Col. Willard Young, arrived from Chicago shortly before noon and were quickly transported to Long Island City. The engineers are detailed to assist in the construction work at Camp Wikoff.

Two large double-decked barges were hired by the Government yesterday from the Starin Transportation Company and will be dispatched at once to Montauk Point, where they will be used as detention hospitals for the camp. These two vessels are depended upon to dissipate a condition of things at the big camp which has been a source of unending worry both to Gen. Young at Montauk Point and to the Quartermaster's Department at the Army Building, namely, the congestion pending the arranging of tent accommodations for each fresh arrival of troops.

SHAFTER GETTING OUT OF CUBA.

All His Command Expected to be on the Way Home This Week.

WASHINGTON, Aug. 14.—By Wednesday or Thursday of this week it is expected by War Department officials that all of Gen. Shafter's command will have left Santiago for the United States. In a dispatch to the War Department to-night Gen. Shafter says that the early departure of the troops now depends entirely upon the transports, which are daily expected to arrive at Santiago. At the present time only about 5,000 men of Gen. Shafter's corps are at Santiago, the remainder having already sailed for this country.

Gen. Shafter's report to the War Department concerning the departure of the troops follows:

Santiago de Cuba, Aug. 14—3:17 P. M.
H. C. Corbin, Adjutant General, Washington:

All of the cavalry division, Kent's division, Lawton's division, except Seventh and First Infantry and sick and suspects of those commands, have already sailed, leaving Bates's division, Eighth Ohio Infantry, batteries of light artillery, one battery of heavy artillery, four troops of Second Cavalry, and two companies of engineers yet to go. If ships expected with immunes get here, as they ought to, to-day or to-morrow, will get the most of the command away within the next two or three days. All depends on the transports, and, as they have not arrived, can't closely approximate time. SHAFTER, Major General.

HOPE REVIVES SHAFTER'S MEN.

Ailing Soldiers Pull Themselves Together for the Journey Home.

WASHINGTON, Aug. 14.—A dispatch received by Adjt. Gen. Corbin to-night from Gen. Shafter indicates that the health conditions among the troops at Santiago are improving. The men, whose spirits have been raised at the prospect of returning to the United States, are daily getting better in health. Gen. Shafter's dispatch, which was bulletined at the War Department to-night, is as follows:

"Everything is going very well here. Men that under ordinary circumstances would be sick are trying to pull themselves together, so as to be ready to go. Large number of typhoid fever cases. I think I shall have things in three or four days so that I can leave, but will not do so until arrangements for those left are made."

A Private Dies at Atlanta.

ATLANTA, Aug. 14.—Frank J. Stannard, Ninth United States Infantry, died to-day at Fort McPherson of typhoid fever.

BANKER'S BODY IN A WELL.

He Was a Well-Known Man in Western Nebraska, and Was Robbed and Murdered.

STOCKVILLE, Neb., Aug. 14.—An excited crowd of people to-day witnessed the removal of the mutilated remains of Thomas Jasen from the bottom of an abandoned well five miles from this town. The recovery of the corpse is the sequel of one of the most extraordinary and mysterious tragedies that has ever disturbed Western Nebraska.

Andrew Hawkins, a prominent frontier county citizen, is under arrest, charged with a knowledge of the crime. Jasen was a very wealthy citizen of Beatrice, a banker, and an eccentric money lender. He had thousands of dollars loaned on lands in Western Nebraska and Kansas, and frequently carried large sums of money on his person. On Dec. 13, 1897, Jasen disappeared. He was last seen in Indianola, Neb., collecting money due him. There he is known to have secured several thousand dollars.

Somebody, now believed to have been the gang which assassinated him for his wealth, put the report in circulation that Jasen had gone to California on a pleasure tour, and this allayed public suspicion. Finally the family offered a reward of $500 for information concerning Jasen. His sons went there and satisfied themselves that their father had not been there.

Shortly after Jasen disappeared the well in which his body was to-day found was hastily filled up by Andrew Hawkins, a big cattleman here, and one who stands well.

More than a month ago rumor began to point to the old well. A citizens' committee yesterday went to the well and began to remove the débris.

The partially decomposed body of the gray-headed banker was found. The bullet wounds in the back of the head told the story. Papers in the dead man's clothes made identification certain. Now the people who first suspected the well was Jasen's resting place are being looked after, as knowing something of the assassination, and other arrests are hourly expected.

THE next Quarterly Issue of the Telephone Directory goes to press September 1st.
To secure listing in it, contracts for Telephone Service should be made during August.
NEW YORK TELEPHONE CO.
[illegible]

THE FACTS ABOUT CANALS.

Report of the Consulting Engineers to the Investigating Commission on Improvement Work.

ALBANY, Aug. 14.—The report of the consulting and advisory engineers, E. P. North and C. E. Cooley, respectively, employed by the Canal Investigation Commission, has been issued. It will be recollected that the report of the commission to the Governor was made public on Aug. 4.

This report of the engineers was mentioned by the Commissioners in their report, and they stood sponsor for the suggestions offered in the former document. The engineers speak of having thoroughly examined the Erie, Champlain, and Oswego Canals. Much of what they say duplicates what has been already published. They think the specifications for masonry defective, as they call for headers only 30 inches in length irrespective of the length of the stones. With this exception the walls in progress were in general well built.

The engineers advise a sufficient appropriation "to enable the State Engineer to run out and permanently monument all the lines bounding State property," referring it to a base line which has been already fixed by survey. They add:

An instance of the value of such a record can be found in a case which has arisen at Syracuse, where a cellar encroaching eight feet on the State property and fourteen below the surface of the water has probably occasioned a break from which large damages are likely to be claimed against the State. A determination of these lines should also enable the State to collect a large annual rental from its lands which are now, and for a long time have been, occupied by private parties. This survey has also produced a connected and correct line of levels through the State, the previous levels having been known to contain errors.

The report calls attention to payments made for grubbing, clearing, mucking, &c., which are clearly incidental to the main work and which ought to have been made subjects for specification in the contracts, but were not. Slope wall was specified by the cubic yard. The report says:

It would have been much simpler and far more satisfactory, saving the use of arbitrary quantities and much labor in the measurements, to have based the price of slope wall on the superficial yard, as is done in street paving, and to have specified that the price per square yard should cover the completed work, including therein the necessary excavation and lining and the use of the old material.

The same remarks apply with greater force to vertical walls, in which there are additional charges for back filling and for the excavation of old cement masonry. The charge for earth excavation is usually to an arbitrary slope line, the earth often not being removed to this line when it will stand within, but paid for in full when it falls without. The charge for back filling is usually to an arbitrary line, also, even when the earth has not been fully excavated, with a full charge for filling outside the slope line. A charge for lining is made in some cases, and a separate charge for the footings of timber which may be placed under the wall. A deduction is supposed to be made for the use of any stone from the old wall, as in the case of the slope wall. It is impossible to verify the actual cost of the wall. It is practicable to so specify vertical wall as to include all work incidental to its construction and to pay for the same at so much per yard of wall actually built.

Another criticism is: We believe that embankment should have been specified throughout as a separate item, meaning actual embankment only, and that it should be bid for at a price per cubic yard without regard to the source from which the material was obtained. Had this been the practice, we are persuaded that the material, with few exceptions, would have been obtained from the excavation.

The report says that it has been found difficult to keep even ordinary repairs from being done under the law providing for the canal deepening, and paid for under that law, and adds:

"Decidedly over one-third of the slope wall rebuilt could have been kept in good condition so as to have required only nominal repair by a proper system of maintenance on the part of past Canal Commissioners and Superintendents of Public Works."

Various instances are cited of water taken from the canal without compensation for use as power, and suggestion made that the State may in future derive income from selling such power. A suggestion as to how money might best have been spent on the canals is made as follows:

We do believe that it would have been possible, without increase in cost if not with material reductions, to have so projected the improvement that nearly the entire expenditure would have been in line with a continuing policy and a contribution to a further development. That such a policy was considered has not appeared.

This policy would doubtless have enlarged the canal substantially along the present location from Tonawanda to Macedon or Lyons, and from one of the latter points have followed in the main the course of natural waterways via Clyde and Seneca Rivers, Onondaga and Oneida Lakes and Wood Creek, to some point west of Rome, where the canal line could have been resumed.

This intermediate improvement would have disposed of 83 or 100 miles of the present Erie Canal location which is found most expensive in enlargement and most difficult to operate and maintain. The new location would require cuttings through marshes and across the divides for correcting alignment and reach Onondaga Lake near Syracuse. Very little lockage is involved between the points, and the distance does not differ materially from the present length. The work would have been new, largely by dredging operations, and of a much greater capacity, and of a character to be cheaply maintained by modern methods.

The report dwells at length on possible short cuts in different parts of the canals, and the savings in first cost and in future maintenance and operations to be effected thereby. It then touches on the work contracts which have not been let. The report further says:

The fact that much of the vertical and slope wall, as originally built, was defective in workmanship and material, and that the prism of the canals has not been efficiently maintained, has added much to the uncertainty of the work and increased the cost of the improvement. The cost of operating and maintaining the Erie Canal proper has averaged nearly $2,000 per mile for the past twenty-five years, a sum which appears to be very much larger than the expenditures for the same purpose on other canals in this country and abroad, though your engineers have not had the opportunity to assemble the data intended upon this phase of the question.

There does not seem to be any reason why, in the present state of the art of dredging, small ladder and hydraulic dredges should not be adapted to the canal, and thus keep the prism substantially free from deposits which have decreased the section of the waterway and added to the expense of navigation. It is believed that this could be done during the season of navigation at less cost than the annual cleaning out that is attempted in the Spring of the year under adverse conditions and with inadequate results.

The report advocates maintaining the water in the canal at the Summer level throughout the Winter season, "thus preventing heaving of the banks and the sliding of slope walls and the shoving of the same by the ice sheet which annually occurs with destructive results, and thus confine these effects to the region near the top of the banks, which can be readily inspected and repaired from time to time."

The method of keeping canal records under the present administration of the State Engineer is sharply criticised, as showing a laissez faire policy. It is urged that the entire management of the canals be put into the hands of the State Engineer, because he is an expert and "great works can only be managed by experts of special training and experience." Statements of the contracts let are appended to the report. The favorite surety company with the contractors is the Fidelity and Deposit Company.

MONUMENT TO DEAD HEROES.

Chicago Starts a Movement to Honor Late War Patriots.

CHICAGO, Aug. 14.—A movement has been set on foot here to erect a monument to the Illinois soldiers who lost their lives in the present war.

It has the approval of John J. Mitchell, Charles L. Hutchinson, and Walter Peck, Trustees of the First Regiment, and action will probably be taken to put the matter in proper form this week.

TOTAL SICK AT SANTIAGO, 2,514.

Two Deaths Out of Nine Due to Yellow Fever.

WASHINGTON, Aug. 14.—Gen. Shafter's report of the health conditions of his troops, received to-night, follows:

"SANTIAGO, Aug. 14.—Sanitary report for Aug. 13: Total number of sick, 2,514; total number fever cases, 1,947; total number new fever cases, 179; total number fever cases returned to duty, 857. Deaths Aug. 12—Private William H. Sanders, Troop B, First United States Volunteer Cavalry; remittant malarial fever, acute dysentery; Private Reuben Ingle, Company A, Twentieth Infantry, malarial toxaomia; Private Olof Husby, Company L, Thirty-fourth Michigan, malaria fever; Corp. Henry J. Jennings, Company K, Ninth Massachusetts, typhoid fever. Aug. 13—Private John E. Fallon, Company H, First Illinois, yellow fever; Private Daniel J. Maloney, Company G, Thirty-third Michigan, yellow fever; Private Irvine Lautzenheiser, Eighth Ohio, pernicious malarial fever; Private Edward Myott, Company L, Thirty-fourth Michigan, typhoid fever; First Sergt. R. L. [illegible], Company G, Seventy-first New York, y- [illegible]

A TRUCE IN PUERTO RICO

Continued from Page 1.

of clear, intelligible party issues. That unrest we may assume has vanished and been replaced by new anxieties or solicitudes which may become acute, but are very unlikely to become morbid.

"Beyond the Antilles lies a more difficult question—the Philippines—and that question does not end with the Philippines themselves. These islands may be taken just now as a symbol of American wakening and of the entry of the Republic upon a new career, which, Philippines or no Philippines, she is henceforth bound to follow."

"In the peace negotiations no serious complications are apprehended in regard to Cuba and Puerto Rico. If the members of the local commission for evacuation have not yet been appointed, it is simply because the Government wishes to appoint officers and officials of the same rank as those to be appointed by the United States Government, and at last night's Cabinet Council it was decided to save time by appointing persons on the spot.

"Already some people are beginning to console themselves with the idea that the loss of those two islands, though most painful to Spanish national feeling, as consummating the destruction of the great Spanish empire in the Western Hemisphere, is really not so serious as is generally supposed.

"El Imparcial, for example, says:

"'After all, those who exploited the markets of the Antilles were only some manufacturers and merchants. In certain regions of the peninsula the exercise of sovereignty was utilized by politicians to send their protégés as officials to those islands. The great mass of the nation derived indirectly very little advantage, and had to bear the sacrifices necessary to maintain our domination.'

"Ideas of this kind, which are by no means confined to El Imparcial, or to the press generally, show that, as I have repeatedly pointed out, the Spanish national character contains, with much that is medieaval and romantic, a strong element of sound practical common sense.

"The Philippine question will be found much more difficult of solution, and already on one point all competent authorities here seem agreed, namely: That whatever solution may be adopted, there must be no joint sovereignty or joint protectorate or anything of that kind. An attempt to combine Spanish and American methods of administration would inevitably lead to disastrous complications."

ALL QUIET IN WASHINGTON.

Army and Navy Departments Closed the First Time Since the Maine Was Blown Up.

WASHINGTON, Aug. 14.—The White House, the War Department and the Navy Department to-day resumed their usual Sunday quietude, a condition which has not prevailed since the Maine was blown up in Havana Harbor on Feb. 15. Secretary Alger was at the department a few minutes, and also went to the White House, but did not remain long. Gen. Corbin went to his office during the day and looked over his dispatches, but did not remain constantly on duty, as he has been doing. There were a few clerks about the departments, but scarcely a Sunday passes in peace times that this does not happen. The busy warlike attitude has entirely disappeared, and Washington has settled down to a peace basis.

To-day was the first Sunday in several months that has at all looked like the traditional day of rest. The streets, despite the beautiful weather, were not crowded with the usual eager-eyed throngs of people anxiously awaiting war news. Even the war talk has died out to a large extent. An occasional bulletin from Puerto Rico of another exchange of greetings between Gen. Miles and the civic authorities of the island has failed to satisfy the popular taste, which has been whetted to El Caney battles and to the destruction of fleets in the East and South. The people seem tired of these mere crumbs of war, and are anxious to have the whole affair done with, and the armies return, and the country setttle down again to its prosperous career of business and comfort.

The capital has become tired of war. It has not yet got into the ways of peace, comfortable and serene, but it has almost forgotten the war. The war is past, and the capital has set its face again toward the future, with its long peace.

ITALY SENDS CONGRATULATIONS.

Ambassador Fava Conveys a Message to the President.

WASHINGTON, Aug. 14.—The United States Government to-day received the first congratulations from a foreign power upon the successful termination of the war with Spain. The congratulations came from Italy through the Italian Ambassador, Baron Fava.

He communicated to the State Department to-day by direction of his Government, an expression of the satisfaction of Italy at the prompt signature of the preliminaries of peace, together with the wish of the Italian Government that, after the war, conducted with such conspicuous gallantry by the United States, this country might enjoy the benefits of peace. Ambassador Fava, in presenting the views of his Government, expressed the hope that they would be communicated as soon as possible to the President.

THE PRESIDENT CONGRATULATED.

A Letter Addressed to Him by the Merchants' Association.

The Merchants' Association of New York has addressed a letter to President McKinley, congratulating him upon the signing of the protocol and the cessation of hostilities. The letter reads as follows:

New York, 13th August, 1898.

The Hon. William McKinley, President, United States of America, White House, Washington, D. C.:

Sir: The Merchants' Association of New York congratulate you heartily and sincerely upon the signing of the protocol between this country and Spain, and the cessation of hostilities under your executive order.

We desire to put ourselves upon record as indorsing your course in this whole matter. Your position has been a trying one, but you have so well fulfilled the exacting duties which have been laid upon you as the Chief Executive of this Nation, that you have won the admiration—we take it—of all the people of this country and the respect of the people of foreign nations.

Our magnificent successes, both on land and water, have proved to the world what American training has done in both the army and the navy; and that it is surely "the man behind the gun who wins."

By your calmness, your patience amid most exciting and exacting circumstances, your strong apparent determination to do fully and well everything which would help the cause of this country, you have been an inspiration not only to the troops in the field and the men on the ships, but to the citizens who have remained at home watching your course daily.

Again congratulating you in the name of our members, representing over 1,200 firms within the limits of the Greater New York, and with expressions of the highest esteem for yourself personally, we are, Sir, yours very respectfully,

THE MERCHANTS' ASSOCIATION OF NEW YORK.
By WILLIAM F. KING, President.

Terms Surprise Japanese Admiral.

SEATTLE, Washington Aug. 14.—Rear Admiral Matsunaga Oki of the imperial Japanese Navy has arrived in this city on his way to London to superintend the construction of two cruisers and a battleship for his Government. Admiral Matsunaga was greatly surprised when told that the disposition of the Philippines was to be left to a commission. He expressed much surprise that the United States had not demanded the islands, as Puerto Rico was demanded.

CASTORIA.
Bears the Signature of [signature] The Kind You Have Always Bought

GEN. LEE IN WASHINGTON.

He Will Confer With President McKinley this Morning.

WASHINGTON, Aug. 14.—Gen. Fitzhugh Lee reached Washington at 11 to-night in response to a request from President McKinley. He will confer with the President to-morrow morning. Gen. Lee has been frequently mentioned in connection with the Cuban Peace Commission, and it is currently reported here that his visit at this time has something to do with this.

He refused, however, to say whether he had received the offer of a place on the commission. He said he left his camp at Jacksonville in fine condition. The troops are in excellent health and most of them are glad the war is over.

The General was not in uniform, and his quiet, almost incognito, entrance into this city made a striking contrast to his former visit in the stirring interval before the declaration of war.

LONDON TIMES ON OUR NAVY.

Spain's Collapse at Sea the Cause of the War's Quick Ending.

LONDON, Aug. 15.—The Times this morning, in a special article reviewing the operations of the Hispano-American war, says:

"The fact that the war was brought to such a speedy end is due primarily to the single cause of Spain's naval collapse. The vigor shown by the American naval authorities and the high quality of the naval officers—qualities inherited from the mother country—sufficed to counteract the effects of America's unreadiness. The manner in which a large number of warships and auxiliary vessels were rapidly equipped and manned, together with the conspicuous ability with which the great naval force, largely extemporized, was handled and supplied is extremely significant.

"It is impossible to speak in the same terms of the military measures. The causes of the failure of the War Department to rise to the emergency are not yet fully known. It will be interesting to see whether the American people will demand an investigation. Before Santiago, as before Sebastopol, in the Crimean campaign, unnecessary sufferings and hardships were inflicted upon the troops, and in both cases disaster was averted by the gallantry of the officers and men.

"While it is clear that command of the sea is more than ever important, naval bombardments of coast defenses are less effective than they were in Nelson's days. That they were recently attempted on a considerable scale is probably due to the desire to give American seamen gunners practice, rather than to any special predilection on the part of American naval officers."

Lieut. Col. Logan Goes Home.

Lieut. Col. Lawrence J. Logan of the Ninth Massachusetts Volunteers Infantry, left over the New York, New Haven and Hartford Railroad yesterday afternoon for his home in Boston. He was accompanied by his wife, who had been with him at the Westminster Hotel since Saturday. Lieut. Col. Logan is the one surviving member of the staff officers of his regiment. The two Majors were killed in action, and the Colonel died last week as a result of wounds.

YESTERDAY'S FIRES.

(From 12 o'clock Saturday night until 12 o'clock Sunday night.)

4:15 A. M.—298 Monroe Street; Landiss Brothers and others; damage, $25,000.
11:15 A. M.—223 East Houston Street; George Solky; damage slight.
11:20 A. M.—384 Grand Street; Michael Rosman & Son; damage slight.
6:15 P. M.—221 Third Avenue; Terren & Co.; damage slight.
8 P. M.—24 East Fourth Street; Meyer Berkewitz; damage slight.
8:05 P. M.—570 Third Avenue; William Reid; damage, $5.
8:10 P. M.—282 Bowery; R. Stein; damage, $200.
8:15 P. M.—230 West Twenty-second Street; Albert Schunk; damage slight.
9:05 P. M.—215 East Seventy-sixth Street; Jacob Stern; damage, $5.
9:15 P. M.—3 West One Hundred and Third Street; Catherine Henessy; damage slight.

LOSSES BY FIRE.

SHERBROOKE, Quebec, Aug. 14.—The works of the Jenckes Machine Company, the largest industry of the kind in Canada, were burned to the ground last night. The estimated loss is $225,000, probably covered by insurance.

DAYTON, Ohio, Aug. 14.—Fire started in the Pasteur-Chamberlin Filter Company's plant on Wyandotte Street this morning, and before it could be extinguished the entire plant was gutted. The loss is placed at $50,000; insured in local companies.

AT THE HOTELS.

BUCKINGHAM.—James Dater, Paris.
FIFTH AVENUE.—Gov. Elisha Dyer, Rhode Island.
HOLLAND.—Thomas Nelson Page, Washington.
MANHATTAN.—Alfred Jones, London.
MURRAY HILL.—Rev. S. Campbell Morgan, London; James S. Keach, Trinidad, W. I.
WALDORF.—Dr. J. H. Eichberg, Cincinnati; Frank De H. Robinson, Cleveland; William Strong, Jr., Glasgow.

ARRIVAL OF BUYERS.

Porteous & Mitchell, Norwich, Conn.; J. Porteous, cloaks and suits; 57 White Street.
Smith & Murray, Springfield, Mass.; A. Leith, cloaks and suits; 57 White Street.
"Fair, The," Chicago, Ill.; G. W. Montgomery, fancy goods; C. A. Birkle, carpets and upholstery goods; O. F. Spate, dry goods; W. J. Corbett, shoes; Holland House.
Farwell, J. V., Co., Chicago, Ill.; W. H. Lusk, white goods and linens; 115 Worth Street; Holland House.
Siegel, Cooper & Co., Chicago, Ill.; P. Caspary, millinery; Sixth Avenue and Eighteenth Street; Holland House.
Sonneborn, H., & Co., Baltimore, Md.; S. Sonneborn, woolens; Hoffman House.
Mistrot Brothers & Co., Galveston, Texas; F. E. Mistrot, dry goods; 377 Broadway; Hoffman House.
Wile, Brickner Co., Rochester, N. Y.; M. Brickner, Shakman, woolens; Hoffman House.
Shakman, L. A., Co., Milwaukee, Wis.; A. L. Shakman, woolens; Hoffman House.
Heiman, M., & Co., Milwaukee, Wis.; M. Schiller, millinery; A. Schiller, millinery; Miss L. Heiman, millinery; 622 Broadway; Hoffman House.
Ogilvie, L. B., & Co., Paducah, Ky.; W. M. Rieke, carpets, cloaks, and furnishing goods; Park Avenue Hotel.
Guggenheimer & Co., Lynchburg, Va.; D. Dreyfuss, domestics; 43 Leonard Street; Hotel Cadillac.
Branch & Bro., Muncie, Ind.; M. G. Branch, dry goods; Miss A. Taylor, millinery; Hotel Cadillac.
McCarthy & Shindle, Cedar Rapids, Iowa; F. McCarthy, notions; Hotel Cadillac.
McCready, W. D., Kansas City, Mo.; notions and furnishing goods; St. Denis Hotel.
Specker & Co., Cincinnati, Ohio; J. B. Specker, dry goods; St. Denis Hotel.
Cleveland Dry Goods Co., Cleveland Ohio; W. Bowie, domestics, Hotel Albert.
Cole, J. J., & Co., Natchez, Miss.; J. J. Cole, carpets, notions and furnishing goods; Park Avenue Hotel.
Elsinger, W. H., & Co., St. Paul, Minn.; J. T. Kennedy, fancy and leather goods; C. Rosenberg, laces and ribbons; A. W. Mundy, hosiery and ladies 'underwear; Hotel Marlborough.
Schloss Bros. & Co., Baltimore, Md.; N. Schloss, woolens; Hotel Marlborough.
Bloss, Gus., & Co., Little Rock, Ark.; G. Bloss, notions and clothing; E. Cohen, stationery and jewelery, 54 Franklin Street; Hotel Marlborough.
"Fair, The," Chicago, Ill.; F. Ransford, furnishing goods; Hotel Cadillac.
Denholm & McKay Company, Worcester, Mass.; F. A. Greene, silks and velvets, 2 Walker Street; Hotel Vendome.
Effronson & Wolf, Indianapolis, Ind.; L. Wolf, notions and furnishing goods; Hotel Vendome.
Stix, Baer & Fuller, St. Louis, Mo.; D. G. Brahan, notions and fancy goods, 60 Lispenard Street; Hotel Vendome.
Meyer, F., Uniontown, Ala.; dry goods; Hotel Vendome.
New York Store, Wichita, Kan.; C. Henderson, notions and furnishing goods; Hotel Vendome.
Stevens, Charles A., & Brothers, Chicago, Ill.; T. A. Stevens, hosiery, gloves, and ribbons; Mrs. P. C. Renhard, millinery, 487 Broadway; Hoffman House.
Stevens, Charles A., & Brothers, Chicago, Ill.; J. B. Mortimer, laces, 487 Broadway; Hotel Cadillac.
Carson, Pirie, Scott & Co., Chicago, Ill.; T. M. Evett, cloaks and suits; G. Boos, children's cloaks, 115 Worth Street; Hotel Albert.
Davison & Lowe, Athens, Ga.; A. H. Davison, dry goods; Hotel Albert.
Bartel, A. H., Company, Richmond, Ind.; J. M. Coate, domestics, cotton piece goods, and hosiery; E. Coate, furnishing goods, 61 Leonard Street; Hotel Albert.
Goldsmith, I., & Brother, Memphis, Tenn.; I. Goldsmith, furnishing goods; Broadway Central Hotel.
Weisman, D. E., Jr., Danville, Ky.; dry goods; Broadway Central Hotel.
Strauss, Herman, Louisville, Ky.; A. C. Levi, silks, velvets, and black goods; J. C. Trowbridge, dress goods; M. Groffelder, dry goods, 448 Broadway; Hotel Imperial.
Dossett Dry Goods Company, Kansas City, Mo.; [illegible]

REDUCTION OF THE NAVY

Many of the Auxiliary Vessels to be Sold for Use in Commerce.

NAVAL OFFICERS WANT OTHERS

A Feeling that Such as the Gloucester and Vixen Have Won a Permanent Place on the List.

WASHINGTON, Aug. 14.—Four months ago the problem before the Navy Department was how to get a navy. Now the problem is how to get rid of one, or at least a large part of one.

The Government bought ships wherever it could find them for sale, until, by the aid of money, and by the incomparable skill of our own workmen, it procured a navy that for fighting power has few compeers in the world, and which has, undoubtedly, made this country the third naval power of the globe.

A large part of this navy, and a very effective part of it, is composed of pleasure yachts, tugs, colliers, Atlantic grayhounds, and coastwise steamers, all of which were converted in a short time into pretty good fighting craft, which did their share of the work of blockading or of conquering Cuba and destroying the fleets of Spain. But the Government does not want to maintain all these ships.

So a great many of the auxiliary vessels must go back into the tranquillity of commerce and of pleasure. There seems to be no doubt, however, that the ideas of the politicians and of the people as well as of the Administration have undergone a great change on this subject, as the boundaries of the country have been expanded by the course of the war just ended.

This larger policy, which demands a larger navy, one that must be able to cope successfully with any naval power of the world outside of Great Britain and France, and even with either of them, in a prolonged war, will probably lead to the retention in the fleet of a number of the best of the auxiliary vessels.

Some of them, as the Gloucester, the Vixen, and others, did excellent work in the blockade and in actual fighting against torpedo boats and armored ships. Naval men think it would be a shame to let those vessels go out of the navy. They are needed as souvenirs of the war, as well as for actual service in the greater navy that is certain to follow the victory over Spain, and the enlargement of our territories in the ocean, bringing with it a tremendous enlargement of the responsibilities and interests of the Nation.

It is likely that a naval board will be appointed this week to determine what shall be done with these auxiliary vessels. It is understood that the naval interests will try to have a great proportion of them kept in the navy, and it is exceedingly likely that this course will be followed. Some of the boats, such as tugs, colliers, and coastwise and other steamers, will be sold or otherwise disposed of.

The ships have made a fine record, as the wooden hulls did under Perry and Paul Jones, and it is hardly possible that this country will ever permit the vessels that have aided in winning the great victories of 1898 to be lost to the navy, or allow the navy itself to fall below its present high state of efficiency.

Its present reputation has averted, in all probability, one serious quarrel with Germany, and will serve as a safeguard for the future, and thus make strongly in the interests of peace.

HOWELL'S SQUADRON AT KEY WEST.

North Cuban Coast Blockading Ships Reach Port.

KEY WEST, Aug. 14.—In accordance with orders from the Navy Department following the President's proclamation of a suspension of hostilities, Commodore Howell of the North Cuban Coast Blockading Squadron is rapidly assembling his ships at Key West. Many arrived yesterday, and still more today. The flagship San Francisco, with the Commodore aboard, arrived this morning. She looks none the worse for her experience off Havana early Friday morning. The hole torn in her stern by the twelve-inch shells from Morro Castle has been neatly patched and the damage to the ship is inconsiderable.

The larger gunboats and the torpedo boat destroyers have not yet received orders; but the two torpedo boats and revenue cutters have already been called North.

The revenue cutter Hudson, which won, perhaps, the highest distinction of all the smaller craft by her gallant work at Cardenas during the Winslow engagement, left for Norfolk this morning, and the revenue cutter Morrill, which arrived from the Matanzas station this morning, left for Norfolk this afternoon. They will be followed to-morrow by the revenue cutters Woodbury and Windom, which came from Havana, and the lighthouse tender Maple from the Isle of Pines.

The Fishhawk, which only recently came down from Philadelphia, will return to League Island as soon as she has taken on coal and water.

The other ships of the fleet here to-day are the Bancroft, Marietta, Castine, Newport, Miantonomoh, Apache, Peoria, Hornet, Oneida, Hawk, Dorothea, Buccaneer, Sylvia, Siron, Ranger, Piscataqua, and Uncas. The Tecumseh and the smaller unarmored tugs Sioux, Calumet, and Cheyenne left to-day for Tampa.

The gunboat Princeton, which has been doing special duty around Guantanamo and British Honduras, opportunely returned today, but she has received no further orders. Other ships of the blockading squadron are expected to-night or to-morrow.

Naval officers are unanimous in their expressions of congratulation that the war is over and are anxiously looking for orders which will take them North.

CAMMEYER'S SHOE STORE
MIDSUMMER SHOES FOR MEN.
"Black Kid."
If men only knew what immense comfort is to be found in this shoe they would not hesitate to purchase a pair. It is a heaven of rest and comfort, ease and delight for their tired and distressed feet. It has taken years of experience and effort to produce just this shoe, and our customers will thank us for urging it upon their attention.
$3.50 Per Pair.

These shoes have all the beauty of material, form and finish and all the easy comfort of $8 and $10 shoes made by private shoemakers; look every bit as well and last every whit as long!
ALFRED J. CAMMEYER,
6th Ave., Cor. 20th St.

The Wanamaker Store

Many Miles of Japanese Dress Silks

THIS is an exceptional event, even here. It is one of the biggest silk purchases we have ever made, but its importance does not rest on mere bigness, as the prices will tell you.

It came about this way: A firm of Japanese silk importers doing a very large and prosperous business, having branches in Yokohama, Tokio, Kiote, Kobe, and other places with queer-sounding names in the "Land of the Rising Sun," determined for the future to fill import orders only, and to cease carrying goods in stock. This firm had a large quantity of goods on hand which had to be sold promptly.



We took the silks,—all of them. There were more than eighty-two thousand yards,—very nearly forty-seven miles. There are seventy-two qualities and more than 200 patterns.

In the whole lot there is not a flaw, and of the 1,650 pieces, we find only three that are soiled.

We don't need to tell readers of our store news what this means in the way of economies, nor for what numberless purposes these silks can be utilized. We very seldom suggest that you buy things that you do not immediately need, simply because they are cheap. But this is an occasion when a failure to anticipate your wants is rank extravagance. Some of these silks will cost you four times to-day's price after this chance is gone. The prices are eloquent of cheapness.

At 12c. yd.—600 yards white satin figured Japanese silk, shot-cotton.

At 14c yd.—1,250 yards white satin figured Japanese shot-cotton; printed in pretty colors.

At 16c. yd.—400 yards Roman plaid printed Japanese silk.

At 18c. yd.—250 yards printed Japanese silks, in large broken plaids.

At 20c. yd.—250 yards printed Japanese silks; some cotch plaids, some canale blocks; in four colors.

At 22c. yd.—100 yards printed Japanese silks, 27 in. wide, in cameo plaids.

At 24c. yd.—1,200 yards printed Japanese silks, in Roman stripes, plain stripes and Persian patterns.

At 28c. yd.—450 yards printed Japanese silks in shepherd's checks, and profile of foliage color on color or white on color.

At 30c. yd.—1,600 yards printed Japanese silks; rich in quality and novel in designs; bold pattern.

At 25c. yd.—175 yards printed Japanese silks; daisies on flecks of color.

At 26c. yd.—850 yards printed Japanese silks in ombre stripes.

At 32c. yd.—900 yards printed Japanese silk in scroll and dot patterns on new coloring.

At 34c. yd.—450 yards printed Japanese silk on Dresden and Persian design.

At 35c yd.—1,000 yards printed Japanese silks in polka dots and stripes of foliage.

At 36c. yd.—400 yards printed Japanese silk; yard wide, pretrily printed.

At 38c yd.—600 yards printed Japanese silk with white and colors on black; very stylish.

At 40c. yd—1,500 yards printed Japanese silk; some dots of white on black or on blue

Remarkably low prices on various qualities of white Habutai—the silk the Japanese control:

15c. yd.—150 yds.	32c. yd.—610 yds.
18c. yd.—100 yds.	34c. yd —200 yds.
20c. yd.—200 yds.	36c. yd.—100 yds.
22c. yd —300 yds.	40c yd.—120 yds.
25c. yd.—100 yds.	50c. yd.—660 yds.
28c. yd.—250 yds.	60c. yd.—100 yds.
80c. yd.—100 yds.	

WHITE TWILLED SILKS FROM JAPAN

75c. yd.—100 yds. 85c. yd.—300 yds.

WHITE BROCADED HABUTAIS

At 35c. yd.—2,300 yards, all white with neat satin figures.

At 40c. yd.—100 yards; very rich quality.

WHITE CREPES FROM JAPAN

25c yd.—200 yds. 35c. yd —160 yds.

RICH BLACK JAPANESE SILKS

30c. yd.—550 yds.	35c. yd.—150 yds.
32c. yd.—450 yds.	38c. yd.—150 yds.
34c. yd.—450 yds.	40c. yd.—600 yds.

At 40c. yd.—300 yards; extra heavy; 27 in. wide.

42c. yd.—100 yds.	75c. yd.—50 yds.
65c. yd.—100 yds.	85c. yd.—300 yds.

From The Furniture Serial

In Two Chapters.

COUCHES and dining-room chairs, this morning, and strong facts in both. The couches are manufacturers' samples, only one of a kind, and forty-eight kinds. There are low heads, high heads, roll-top heads, sloping heads and a strong showing in the box variety, with self-opening springs.

The cheapest in the lot is marked Ten Dollars. It is a $15 one. The highest-priced is one at Forty-five Dollars that ordinarily brings $67.50. Between those prices there is scope enough to enable us to fit a couch to almost any purse. We will not describe these any further, for the forty-eight won't last long, and we cannot duplicate them at these figures.

Then there is a very special couch that we will make up for you at $12 each,—but only one hundred of them. There are twenty kinds of coverings that you may choose from. It is a couch 6 feet 10 inches long, 30 inches wide, with four rows of tufting; sloping head, spring edges on all sides and deep fringe. Usually our price would be $17 for this, and it would be cheap.

Dining Room Chairs.

We will sell all our odd sample dining room chairs at just half prices. Sixty-five cents will be the lowest price for a chair that was marked $1.35. Sixteen dollars is the highest price for a chair formerly $32. Almost all of these are antique and Flemish oak or solid mahogany, and with leather coverings in infinite variety. In some cases there are complete sets, in other instances only corner-fillers.

Pretty, Light House Dresses

THIS concerns gowns of striped and figured percales. They're well and stylishly made, and prettily trimmed. Little prices rule, like on these below,—the more popular ones:

At $1—Of figured percales; pointed yoke front and back; full skirt; turn-over collar; with belt.

At $1.50—Of fine quality figured percales; full front, round yoke and three box plaits in back; collar, sleeves, yoke and plaits down front edged with cording.

At $1.75—Of striped percales; round yoke back and front; edged with five rows of white braid; collar and sleeves also braid trimmed and lined to waist.

Second floor, Fourth avenue.

Some New Colored Petticoats

WE'VE just opened a lot in late and very attractive styles. They're ready to-day. Among them:

At 50c.—Of figured lawns; deep umbrella ruffle; French band.

At 60c.—Of striped seersucker; very wide; with 9-in. ruffle on bias.

At $1—Of crash; deep corded umbrella ruffle; very full; French band.

At $1.25—Of fancy plaid sateen; Spanish flounce, with two narrow ruffles.

Second floor, Fourth avenue.

Fine Imported Golf Capes; Appealing Prices

THE collection represents the ones and twos of the season's best selling capes. They're of fine Scotch shawls in styles exclusively our own. Very grateful in the cool evenings at mountain or seashore. Prices reduced thus:

$16, formerly $25 $18, formerly $28
$20, formerly $30

Second floor, Broadway.

In Dress Goods

The Turn of the Tide

SUMMER wants begin to merge with Fall demands in Dress Goods. We are all but at the turn of the tide. It will be many weeks yet before the current sets strongly Autumnward, but there are tell-tale eddies here and there, already.

It is our duty and delight to anticipate your wants, so here is news concerning certain cloths that is sure to interest somebody. The Coverts, particularly, are not only fresh and new and good,—they are remarkably cheap. They are cheaper by a fifth, at least, than they will be when these particular lots are gone and the demand is stronger.

At 37½c. yd., regular value 65c.—Cloth Coverts, in fifteen choice mixtures: woven with a slight mixture of cotton to give them the right tailor weight.

At 50c. yd., regular value 85c.—Imported diagonal Cheviots, in three mixtures of dark gray; 46 in. wide.

At 50c. yd., regular value 75c.—Two-toned Cheviot, in fine color combinations.

At $1 yd.—Whipcord Covert cloth; 47 in. wide.

At $1.25 yd.—Whipcord Covert cloth; 48 in. wide.

At $1.25 yd.—Granite Covert cloth; 47 in. wide.

At $1.25.—Venetian Covert cloth; 50 in. wide.

At $1.50.—Whipcord Covert cloth; 48 in. wide.

At $1.50 yd.—Two-toned Granite; 50 in. wide.

AUTUMN COTTONS

At 12½c. yd.—Yard-wide Percales in the new blues, with pretty designs in colors and white.

At 10c.—Plaid dress Ginghams in tartan combinations.

Rotunda and Fourth avenue.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, 4th ave., 9th and 10th sts.

Man and Baby Killed by Gas.

Peter Green, aged sixty years, and his infant grandchild, Alice Downing, were killed by gas yesterday morning at their home, 2,197 Thirty-sixth Street, Brooklyn. The child slept in the same room with him. They retired as usual on Saturday night, Green going to his room at about midnight. At 9:30 A. M. yesterday Mrs. Kate Kress, a daughter of Mr. Green, went to the room to [illegible] him, but failed to do so. On enter- [illegible] jet had been turned on by accident, so the police believe.

Throng at the Aquarium.

A seemingly endless string of people was in front of the Aquarium yesterday afternoon waiting for an opportunity to gain admittance. The attendance record of the day was 11,909. Several new specimens have been recently received, among which the most beautiful are the Princess Rock from Bermuda. There are four of this variety, and they vary from eight to twelve [illegible]

OUR COMMERCIAL GROWTH

The United States Has Invaded the Trade of European Nations Most Formidably.

INCREASE IN PRODUCTIONS

British Consul at Stockholm Figures Out Some Interesting Tables—This Country's Progress in Various Industrial Pursuits.

WASHINGTON, Aug. 14.—The rapid gain of the United States in her invasion of the commerce of the world is intelligently discussed by the British Consul at Stockholm, Sweden, by the aid of an important series of statistical tables just issued by the Swedish Government, covering the commerce and production of the world in a series of five-year periods.

These important tables, which have attracted much attention by reason of their extensive research, are discussed by Consul Constable in a special report to the British Government, a copy of which has just reached the Treasury Bureau of Statistics. In this report he compares the production and commerce of the leading nations, and through his analysis of the gains or losses which they have made presents an interesting picture of the growth of the chief producing and commercial interests of the United States in comparison with that of other great nations. This analysis, coming from these unprejudiced sources, is especially interesting, in view of its favorable showing relative to the production and commerce of the United States.

The principal pig-iron producing countries are given as France, Germany, Great Britain, and the United States. In the quinquennial period 1871-5 the average annual production of France was 1,265,000 tons, and in the period 1891-5, 2,006,000; Germany increased from an average of 1,946,000 tons in the 1871-5 period to 5,082,000 per annum in the 1891-5 period. Great Britain increased from an annual average of 6,562,000 tons in the 1871-5 period to 7,361,000 per annum in the 1891-5 term, while the United States increased from an average annual production of 2,284,000 in the 1871-5 period to an average of 8,263,000 tons per annum in the 1891-5 period.

Commenting upon this table, Consul Constable says: "During this period it appears that Great Britain and Ireland's proportional share in the world's production of pig iron has sunk from 40.3 per cent. to 27.5 per cent., while on the other hand the United States has increased its proportion of output from 16.1 per cent. to 30.9 per cent."

The production of iron ore is also discussed in a table which shows that the average annual production of iron ore in the United States in the period 1891-5 was 14,288,000 tons, against 12,249,000 tons in Great Britain and Ireland, 11,679,000 in Germany, 5,243,000 in Spain, and 3,651,000 in France. Commenting upon these figures Consul Constable says that the annual production of iron ore in Great Britain and Ireland is estimated to have decreased from 16,087,000 in 1871-5 to 12,249,000 tons in 1891-5, while the production of the United States which for 1871-5 averaged 4,532,000 averaged 14,288,000 tons per annum in the period 1891-5.

Annual Output of Coal.

The average annual output of coal by Great Britain and Ireland during the 1871-5 period is given as 126,972,000 tons, against 184,819,000 tons per annum in the 1891-5 period; Germany, 44,680,000 tons in the 1871-5 period and 97,008,000 tons per annum in the 1891-5 term, while in the United States it is given at 45,283,000 tons per annum in the 1871-5 term and 160,832,000 tons per annum in the 1891-5 term.

Commenting upon this Consul Constable says: "During the earlier period it thus appears that Great Britain and Ireland supplied 47 per cent. of the world's output of coal, but at the present time only 34 per cent.; Germany, 17 per cent., while the United States has advanced from 17 per cent. to nearly 30 per cent."

The estimated consumption of raw cotton for the United States and Great Britain is given by periods as far back as 1830, showing that, while Great Britain's consumption of cotton increased from 1,590,000 tons per annum, from 1831-40, to 7,091,000 tons per annum in 1891-5, that of the United States increased from an average of 376,000 tons per annum in 1831-40 to 5,522,000 tons per annum in 1891-4. "Since 1870," says Consul Constable, "Great Britain's consumption of cotton has increased by one-fourth, while that of the rest of Europe and the United States has doubled."

Commenting upon the table showing the growth of railways in the leading countries of the world, Consul Constable says: "It is estimated that during the period of twenty-five years, between 1870 and 1895, the length of railway lines in Great Britain and Ireland has increased by about 9,000 kilometers; in Russia, by about 24,500 kilometers; in Germany, by 27,624 kilometers, and in France by 22,486 kilometers, while in the United States the increase is more than 207,000 kilometers, i. e., nearly eight times as great as that of Germany, and twenty-three times as great as that of Great Britain and Ireland."

The estimated average yearly production of wheat in Germany, United States, British colonies and dependencies, and for all nations, shows, according to Consul Constable's analysis, that "the United States produces nearly one-fifth, the British colonies somewhat more than one-eighth, and Germany less than one-twentieth of the total production of wheat throughout the world."

American Gold and Silver.

The table showing the average yearly output of gold and silver for Germany, United States, and the British colonies and dependencies is analyzed by Consul Constable in a single sentence, in which he says: "Thus the United States and the British colonies together produce somewhat more than one-half of the total annual output of gold, and nearly one-half the annual output of silver throughout the world." A further analysis of the table indicates that the United States alone produces about 22 per cent. of the gold of the world, and over 35 per cent. of the silver of the world.

... and exports, is given in pounds sterling. Great Britain and Ireland's annual average, 1881-5, 573,888,888; 1891-5, 589,166,666; Germany, 1881-5, 306,611,111; 1891-5, 352,777,777; United States, 1881-5, 302,333,333; 1891-5, 347,333,333. Commenting upon these figures Consul Constable says: "Thus during this period Great Britain's trade has increased by slightly more than two and one-half per cent.; that of Germany and the United States, each by 15 per cent.; while the trade of France has steadily declined. The volume of trade has, it need scarcely be said, increased to a much greater degree than is indicated by these figures, but owing to the almost universal fall in the prices of commodities the increase in value of exports and imports has been less than might have been expected."

The percentage of increase of population in the leading countries is shown in the table, which places the increase in population in the United States during the last ten years at 24 per cent., the British colonies and dependencies increased 12 per cent., Germany 12 per cent., Russia 11 per cent., Great Britain and Ireland 8.77 per cent., and France .78 per cent.

CANADIAN PACIFIC'S METHODS.

Western Railroads Preparing to Register a Protest.

CHICAGO, Aug. 14.—High officials of Western railroads now are preparing to register a protest against the methods of the Canadian Pacific in securing and handling American freight. This action, it is stated, will be taken because the competition of the Canadian Pacific has become absolutely unbearable. Executive officers of all the roads doing a transcontinental freight business received yesterday a call for a meeting to be held in Denver Aug. 22.

This notice emanated from the freight department of the Southern Pacific Railroad, and it states that the time has come when the American lines either should agree to permit the Canadian Pacific to do all the transcontinental freight business, or should notify that line that its methods will no longer be permitted.

Three Deserters Arrested.

TOLEDO, Ohio, Aug. 14.—H. M. Hone and W. A. Lenson of this city, and Clarence Babcock of Gibsonburg, Ohio, were arrested here yesterday for deserting from Chicka- [illegible]

CONVERTED CAPT. PHILIP.

Incident Recounted to Young Men's Christian Association, Brooklyn, by Dr. Tupper.

The Rev. Dr. Kerr Boyce Tupper, pastor of the First Baptist Church of Philadelphia, in an informal address to the Central Branch of the Young Men's Christian Association, at Fulton and Bond Streets, Brooklyn, yesterday afternoon told how he converted Capt. John W. Philip of the battleship Texas, who, a few hours after the recent naval engagement at Santiago, called his crew together and offered prayers for the glorious victory. Dr. Tupper said:

"A few years ago when in Brooklyn I preached in one of your churches, the occasion of which I remember very happily. I had selected a very good subject, and in consequence was greeted with a fair-sized audience. 'Be born again' was my theme.

"Sitting in one of the front pews was a fine-looking man, who seemed very much affected at my remarks. At the close of the service this tall gentleman, who was Capt. Philip, walked up to me and grasping my hand said: 'I want to be born again. I want to live in the light of Christ.' I took him into the vestry, and there he told me that he could not live without the love of his Maker. 'I want to be a Christian, and live a good life,' he continued. 'I have a lovely wife and good children, for which I thank my good Saviour.' My heart was touched, and my friend left me promising to call upon me again.

"The next Sunday I preached in the same church, and after the service my friend rushed up to me, and said that he had been born again. 'I gave myself to Christ,' he said, 'and I will always preach for Him wherever I go.' He left the church and went immediately to the navy yard, and on going aboard the Texas he called his crew together, and told them that he had given himself to Christ. 'We shall have religious services on this vessel every day while I am in command,' he said. 'I will in no way interfere with your belief, intellectual or religious liberties, but I shall do all I can to bring souls to Christ wherever I may be.'"

Dr. Tupper said that Capt. Philip had carried out his promise, and was a thorough Christian as well as a hero, loved by all his comrades.

Dr. Tupper preached at the Emmanuel Baptist Church at both the morning and evening service. "Our War with Spain" was his theme at the evening service. Among other things he said:

"Happily the war which has stirred the Nation for the past four months is at an end. It was a peculiar war, and I believe there has been none like it in the long history of the world. It was not a war for conquest like the conflicts that Caesar waged, nor like those with which Napoleon scourged Europe. On the contrary, it was a war waged for humanity's sake, and to extend the zone of human liberty. The purpose of this struggle was to lift with one hand intolerable burdens, and with the other to drive back a bloody tide of cruelty.

"The Spain of Alva and Philip II. and of the Inquisition has demonstrated in the Western world her utter unworthiness to govern the people who have so long groaned under her oppressive rule. The blood of the martyred Cubans cried aloud to us, and in God's name we heeded the cry. The war was not waged to avenge the Maine nor the brave men who went down with that noble ship, but to give Cuba the boon of freedom."

Dr. Tupper paid a high tribute to the soldiers who sacrificed life or limb in the famous charges at San Juan and El Caney, and declared that the hand of God was manifest in our victories at Santiago, and in the triumph of the American fleets in Cuban waters and at Manila. Speaking of Lieut. Hobson, he said: "That gallant young American and his heroic comrades were as miraculously saved as was Daniel of old."

He concluded by declaring that our Government should see to it that the isles wrested from Spain are assured civil, religious, and political liberty.

At the close of the service the congregation sang "My Country, 'Tis of Thee."

A TEXAS WOMAN'S SUICIDE.

Her Dead Body Found Hanging to An Apron String.

FORT WORTH, Texas, Aug. 14.—The dead body of Mrs. Mary Howser of Van Alstyne was found this morning hanging by the neck, an apron string having been twisted about the neck and the other end tied to a post in the fence.

The physicians failed to find any other marks of violence on the body, and it is their opinion she had been dead for several days, evidently since the night of her disappearance, a week ago.

G. CAMPBELL MORGAN PREACHES

The London Clergyman Occupies the Pulpit at Dr. Hall's Church.

So large was the gathering in the Fifth Avenue Presbyterian Church yesterday morning that the galleries, which had been closed all Summer, had to be thrown open to accommodate the throng. The Rev. G. Campbell Morgan of London, who is talked of as the successor of Dr. John Hall, occupied the pulpit.

Dr. Morgan is one of the best known Presbyterian clergymen in England. At present he is pastor of the New Court Congregational Church, Tollington Park, London. He arrived in this country about a month ago, to deliver a course of lectures at the Northfield Bible Conference. In appearance Dr. Morgan is tall and spare. He looks older than he is—thirty-five years—and has an earnest and impressive manner. That he made a most favorable impression upon his hearers admits of no doubt. His career as a clergyman is especially brilliant. He visited this country two years ago, and attended the Northfield conference last year. His stay here this year is indefinite.

CHICAGO TEACHER'S GOOD LUCK.

St. Louis Philanthropist Leaves $10,000 to Miss Marion Del Blanco.

ST. LOUIS, Mo., Aug. 14.—Miss Marion Del Blanco, a Chicago teacher and a literary woman of ability, was left $10,000 by the late Isidor Bush, the philanthropist, who died last week.

Mr. Bush met Miss Del Blanco while traveling in the West a few years ago, and while the acquaintance was a casual one, he gradually was told of her ambitions and incidentally of her struggles. Mr. Bush was much interested in her and displayed a fatherly affection for her. As a token of this affection he remembered her thus handsomely in his will, that she might have the money to pursue her studies and, if possible, attain her ambitions.

Members of Mr. Bush's family state that he had helped scores of deserving young people and had frequently given money for the purpose of developing talents in boys and girls.

Denies Capt. Strong's Engagement.

A report was received Saturday in this city to the effect that Capt. P. Bradlee Strong, son of ex-Mayor Strong, had become engaged to Princess Kaiulani of Hawaii. The Princess, who is a niece of ex-Queen Liliuokalani of Hawaii, is well educated and has traveled extensively. Her father was A. S. Cleghorn, a prominent English resident in the Hawaiian Islands and at one time Governor of the Island of Oahu. It was said that the Princess and Capt. Strong, who is on Gen. Merritt's staff, had been very much together at Honolulu; that, in fact, they were almost inseparable. Mayor Strong, when seen at Seabright, said that there was not a word of truth in the report of the engagement. The Princess and the Captain were old friends, having gone to school together, and they were simply renewing their friendship.

Ordained by Bishop Graves.

At the Church of St. John the Evangelist, West Eleventh Street and Waverley Place, yesterday William Gordon Thompson was ordained by the Right Rev. Dr. J. R. Graves, Bishop of China. Mr. Thompson, who came from Pennsylvania three years ago to become a student for the Episcopal ministry, has during his studies at the General Theological Seminary been attached to the Church of St. John the Evangelist and has been most of that time Superintendent of the Sunday school. The young minister will go to Western Missouri to engage in missionary work. Bishop Graves, who officiated at the ordination service, is in this city on a visit.

He is a Public Benefactor Who provides the people with a pure stimulant

OLD DEARBORN RYE

Bottled in bond, supplies this long-felt want. Sold by all leading dealers. Prescribed by all leading physicians. [illegible]

BALANCING WAR ACCOUNTS

We Destroyed Spanish Naval Material Worth $30,000,000 and Took 25,000 Prisoners.

VALUABLE PRIZES CAPTURED

Quantity of Munitions Secured at Santiago, and More in Puerto Rico—Manila Yet to Hear From.

WASHINGTON, Aug. 14.—The material gains and losses of the war cannot yet be presented from official sources or in trustworthy form. Of some things the Government is fully advised. It has taken Puerto Rico, and is in possession of Cuba, or will be when the terms of the protocol are carried out, to remain in control until a stable Government is established on the island. The east end of Cuba, by the terms of the surrender of Santiago, is in actual possession, and Puerto Rico has been occupied in part. In capturing Santiago the United States secured between 23,000 and 24,000 prisoners. A report has been made to the War Department, but not in detail, and some corrections of the first report have been suggested but not prepared. Some prisoners have been taken in Puerto Rico, but the exact number will not be known until the formal reports have been forwarded to Washington.

The only prisoners of which the Navy Department has any report are those taken from Admiral Cervera's vessels after the battle of July 3. The total number is 1,722 officers and men, distributed as follows: At Annapolis, 79 officers and 13 enlisted men; at Portsmouth, 13 officers and 1,570 enlisted men; at the Naval Hospital, Norfolk, 5 officers and 41 men.

Of material captured at Santiago there were something like 10,000 Mauser rifles, with 10,000,000 cartridges, a few modern and some antique guns found in the harbor batteries. No specific enumeration of the arms captured is available as yet at the War Department, but the list will be made up as soon as the formal reports are filed. It is known that some material of war has been picked up in Puerto Rico, but it is yet too early to obtain the accurate information that will be accessible by and by.

No official list of the vessels of Spain captured and destroyed by the United States has been prepared by the Navy Department, but there is a vast amount of correspondence in the office of the Judge Advocate General of the Navy out of which it is intended to arrange a statement of the character, cost, and the loss to Spain involved in their capture or destruction. An unofficial list, in which the value of the ships and armaments lost has been estimated, is believed will not be far from the actual loss. This list corresponds with the list recently made up in Madrid of the losses of the Spanish Navy:

Lost at Manila.

	Tons.	Estimated Value.
Reina Cristina	3,520	$1,500,000
Castilla	3,260	1,500,000
Don Antonio de Ulloa	1,130	1,000,000
Don Juan de Austria	1,130	1,000,000
Isla de Cuba	1,030	800,000
Isla de Luzon	1,030	800,000
El Cano	560	400,000
General Lezo	520	400,000
Marques del Duero	500	400,000
One torpedo boat	90	100,000
Total		$7,800,000

Lost at Santiago.

	Tons.	Estimated Value.
Infanta Maria Teresa	7,000	$4,500,000
Vizcaya	7,000	4,500,000
Almirante Oquendo	7,000	4,500,000
Cristobal Colon	6,840	4,500,000
Reina Mercedes	3,090	2,000,000
Furor	380	300,000
Pluton	380	300,000
Total		$20,600,000

In addition to these eighteen vessels there were others, mostly small gunboats, along the shores of Cuba, not of great value, but all together will make a loss to Spain of nearly $30,000,000 in naval material, including the flower of the navy. This account does not include the prizes taken, and afterward sold on Government account. These, with their cargoes, will amount to several millions more.

The losses of the United States have been almost exclusively of the army at Santiago. The report of the Adjutant General, published on July 27, gave the latest list from headquarters of the dead and wounded as 21 officers and 205 enlisted men killed, and 77 officers and 1,197 men wounded, and 84 enlisted men missing.

There is not yet any report of casualties at Manila, except the first from Gen. Merritt announcing the result of the conflict at Malate, and the brief list of losses there will end the sacrifices of life in the field in the Far East.

The navy lost but one officer—Ensign Worth Bagley of the torpedo boat Winslow.

While there is no trustworthy report of the loss of life in the Spanish Army before Santiago, Spanish reports put the dead at 227, and the wounded at 450. The disproportion of wounded is observed by army officers, who say that with 227 men killed it would be reasonable to look for five times as many wounded.

RACING AT AQUEDUCT.

A week of racing at the Aqueduct track of the Queens County Jockey Club begins this afternoon with a half dozen races, entries to which have filled sufficiently well to insure good fields and some sharp races, as the fields seem very well matched. The list of entries follows:

FIRST RACE.—For three-year-olds and upward. Five and a half furlongs.

	Pounds.		Pounds.
Vigenta	107	Lennep	98
Mirth Day	102	Sculptor	97
Woodranger	102	Come Quick	96
Debride	101	Chenille	95
Collateral	101	Inspection	92
Ten Spot	101	Follow the Flag	92

SECOND RACE.—For three-year-olds; selling. One mile.

High Priest	108	Woodranger	99
Merlin	106	Game Boy	98
Helmsdale	104	Charagrace	96
Ruby Lips	103	Pink Chambray	95
Gun Metal	101	Long Acre	95
Maximo Gomez	99		

THIRD RACE.—For maiden two-year-olds. Five furlongs.

Improvident	112	Sublet	112
Leando	112	Tennith	112
The Gardner	112	Wild Airs	109
Dr. Fitzsimmons	112	Subject	109
The Mascot	112	Wessa	109
Faronius	112	Kilarina	109

FOURTH RACE.—For three-year-olds and upward. One mile and forty yards.

Ben Ronald	108	Swamp Angel	100
Brighton	105	Long Acre	99
Her Own	104	Campania	99
Lansdale	103	Nil Desperandum	99
Debride	102		

FIFTH RACE.—For two-year-olds; selling. Five furlongs.

Tut Tut	109	Gadfly	101
St. Clair	108	Sir Florian	101
Rose May	107	Lady Scarlet	101
Passaic	106	Crown	97
Mail Bag	103	Tyrba	95
Country Dance	103	Klondike Queen	92

SIXTH RACE.—For three-year-olds and upward; selling. One mile.

Master James	105	Bastian	99
Taranto	102	Gov. Budd	98
Rossifer	102	Red Spider	94
Woodfawn	101	Grace Giltner	93
Decide	99	Ein	92
James Monroe	99	Commercial Traveller	92

THE CRICKET CHAMPIONSHIP.

New York Team Moves Up a Peg—The Records.

The cricket games played last week made a decided change in the standing of the clubs contesting for the championship of the Metropolitan League. Staten Island was particularly unfortunate and was reduced from second to fourth place. The New York Club through its victory over Roseville got out of last place, and the last-named team is now in undisputed possession of the rear.

The individual records were but little changed so far as the leaders for the batting prize are concerned, and the contest is still between R. E. Bonner of the Staten Island and M. R. Cobb of the New Jersey Athletic Club. The club records follow:

	Played.	Won.	Lost.	Drawn.	Per cent.
N. J. A. C., Team A	6	6	0	2	1.000
N. J. A. C., Team B	8	3	2	3	.600
Manhattan	8	3	4	1	.428
Staten Island	[illegible]	[illegible]	[illegible]	[illegible]	.400

THE SEAWANHAKA'S REGATTA.

It Will Open With a Special Race for Knockabouts, Aug. 20.

As soon as the international races on Lake St. Louis are ended, the Seawanhaka-Corinthian Yacht Club will begin an elaborate programme of races on Long Island Sound, which will be begun with a special regatta for knockabouts on Saturday, Aug. 20, and continue daily (Sunday excepted) until Aug. 26, inclusive. Saturday's race will be open to one design knockabouts enrolled in the club, and in addition, a special invitation has been extended to the Corinthian Yacht Club of Philadelphia to participate with its fleet of seven knockabouts which will be at Oyster Bay prepared for the series of match races that will continue through next week.

The course for Saturday's contest is a new one, and the race will bring the Oyster Bay Club in close touch with the Indian Harbor organization, with which the details have been arranged.

The yachts will start at 10 o'clock in the morning and sail from west to east across the starting line between two stakeboats anchored off the clubhouse float, to and around Centre Island buoy, leaving it on the port hand, thence to and around Matinnecock Point bouy, leaving it on he starboard hand, thence passing between the channel buoys at the entrance to Greenwich Harbor, across the finish line between the two stakeboats anchored off the clubhouse of the Indian Harbor Yacht Club. After the finish of the morning run an interval will be allowed for luncheon at the clubhouse of the Indian Harbor Yacht Club, and the Captains will then agree as to the hour of the return run to Oyster Bay, which will be made over the same course.

The prize for the winner will be the trophy presented by Commodore Rouse for the racing cruise of knockabouts to New London, which was won by his own boat, the Mistral, and returned by him to the club for further competition.

The Indian Harbor Club's Regatta Committee will act in conjunction with the Seawanhaka Club and will provide for the placing of markboats, also taking the time at the finish of the morning run. Entries will close with the Regatta Committee, comprising Oliver E. Cromwell, Chairman; Charles W. Wetmore, Walter C. Kerr, and Charles A. Sherman, Secretary, on or before Friday, Aug. 19.

LIPTON'S CUP CHALLENGE.

Yacht Racing Association Not Informed as to the Deed of Gift.

LONDON, Aug. 14.—At the annual meeting of the Yacht Racing Association at Ryde on Saturday a deputation of the Royal Ulster Yacht Club was present for the purpose of soliciting the assistance of the Yacht Racing Association in reference to Sir Thomas Lipton's challenge for the America's Cup

The deputation was informed that the Yacht Racing Association had no jurisdiction with regard to international racing, and, therefore could give no advice or opinion in regard to the America's Cup deed of gift.

A YACHT FOR THE SHAMROCK.

Messrs. Herreshoff Meet Messrs. Duryea and Whitney Concerning Designs for a Cup Defender.

NEWPORT, R. I., Aug. 14.—This afternoon Messrs. "Nat" and John B. Herreshoff, the designers and builders of the yacht Defender, arrived here from Bristol on the Squib and held a long conference with Messrs. Herman B. Duryea and Harry Payne Whitney. Later all three gentlemen journeyed to Commodore E. D. Morgan's villa, and there another lengthy conversation was held, the nature of which is being kept by them a profound secret.

Others who are apparently on the inside stated yesterday that the Messrs. Herreshoff were at work upon models for two separate boats to be constructed by two separate syndicates, and with these and the Defender the trial races for a final selection for the boat to defend the American interests will be made.

It is suggested here that the Newport Yacht Racing Association offer a trophy for a series of races with these yachts, to occur off Newport Harbor. It is now believed in yachting circles that the visit of the Messrs. Herreshoff here yesterday was for the purpose of closing positively the contract with the boat builders for the cup defender.

HARLEM ROWING GOSSIP.

The Talk Now Is of the Middle States Regatta—Oarsmen in Active Preparation.

The midsummer activity shown yesterday by Harlem River oarsmen was remarkable. All the crews and scullers in training for the Middle States regatta, besides many barges and pleasure craft, were in the water early and late. At the boat houses the principal topic of conversation was the Middle States regatta on Labor Day, which promises to surpass all previous regattas of the association in events and number of entries.

The latest event talked of is a four-oared barge race for juniors. Such a race seemed to meet with the approval of Harlem River oarsmen yesterday, and if four entries can be obtained the event will be added to the card, and medals and a banner awarded the winning crew.

There was a large attendance of members at the Metropolitan Rowing Club house all day, and during the morning Capt. Bingan had the club's junior eight out for a spin. One or two changes have been made in the crew during the past week, and the men are now rowing in the following positions: P. Lynch, bow; W. M. Cox, No. 2; W. W. Clark, No. 3; J. Conlon, No. 4; H. Reddy, No. 5; C. Haynes, No. 6; G. E. Russel, No. 7; Capt. A. P. Bingen, stroke, and E. T. Clark, coxswain. The club's junior double, composed of J. Conlon and H. Reddy, and the junior single, Frank Ruddock, were also in the water. During the afternoon a regular monthly meeting was held, President Mahr presiding. Two amendments to the constitution were proposed, which, under the rules, were laid over for thirty days, but will undoubtedly pass at the September meeting. One amendment waives the initiation fee until further notice, the second reduces the dues to $15 per year, as follows: $1 a month from November to May, and $1.50 from May to November. This will have the effect of increasing the membership of the old "Mets," which has a rowing record unsurpassed by any club on the Harlem River.

At the Nassau Boat Club houses the barges were in use all day. During the morning the four was launched and manned by the following crew, who covered about ten miles: J. D. Thees, Jr., bow; Champlain, No. 2; Harris, No. 3; O. D. Thees, stroke, and Smith, coxswain. Later in the day the eight was manned by a crew composed of McCrodden, bow; Du Barry, No. 2; La Gost, No. 3; Cool, No. 4; Bredt, No. 5; Edward Smith, No. 6; Frank Smith, No. 7; De La Vergne, stroke, and Mackey, coxswain. They made a trip to College Point with a party of friends aboard. It is likely that both Mackey and Powers of the Nassaus will enter the quarter-mile dash of the Middle States.

Jack Nagle of the Harlem Rowing Club had his junior eight on the water twice during the day. A steady improvement is noticeable in the crew, which is now rowing in the following positions: Padelford, bow; Reardon, No. 2; Volmeke, No. 3; Gearon, No. 4; Devery, No. 5; Hanlon, No. 6; Riley, No. 7; Lloyd, stroke, and Scannell, coxswain. The club's senior four was also on the river, and their clean, quick stroke was remarked by many. The crew is composed of Davis, bow; Maher, No. 2; Kemp, No. 3, and Ammon, stroke. They are picked as sure winners in the Middle States regatta by a number of Harlem River oarsmen.

At the Dauntless house yesterday Capt. Knickerbocker stated that he had given up the idea of organizing a junior eight for the Middle States, but that he would start a senior eight training regularly this evening.

The Harlem River and Long Island Sound was not big enough for several members of the Lone Star Boat Club yesterday, so they launched the four-oared barge, manned it, and made a trip around Manhattan Island. They visited several boat clubs on the way around, stopping at Hoboken for dinner, and got back about dark, pretty well tired out. The crew was composed of Walter Goodkind, bow; A. Meyer, No. 2; S. Stern, No. 3; M. Schamberg, stroke, and Capt. Bachman, coxswain.

Capt. Canavan of the Nonpareil Rowing Club was besieged with members yesterday, all anxious for positions in the crews to be entered in the Middle States Regatta. It is very probable that James Myles, Jr., who won both the novice and junior single gig races at the club regatta Saturday, will be entered in the junior single event, and that a four-oared gig crew will be entered, composed of the four which won Saturday—[illegible]

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Naughton, No. 3; G. S. Schneider, stroke, and Haight, coxswain.

The Atalantas had several crews on the water, and the Crescents made their regular Sunday trip to Cold Spring with a large party aboard the eight-oared barge.

The Friendship Boat Club has decided to enter O. Smith in the junior single event of the Middle States Regatta. This is the first entry the Friendships have had in the Middle States during the past two years, and now that the ice has been broken more entries are looked for.

There was a large gathering of members at the Hudson Boat Club's house yesterday afternoon, and several barge parties made trips up the Hudson. The club will enter a barge crew in the Valencia Boat Club's annual regatta, at Hoboken, next Saturday, and a junior double in the Middle States, composed of William De Witt and John Schultz, if a suitable shell can be obtained for them. The men are now training in a light gig. At the last meeting of the club eleven new members were elected.

An event for the New England Regatta, on Labor Day, that is attracting much attention is the senior double scull race between Maguire and Whitehead and Ten Eyck and Lewis. All these oarsmen, with the exception of Lewis, have held the amateur championship, and a record-breaking race is looked for.

A large delegation of Harlem River oarsmen will attend the regatta of the Valencia Boat Club of Hoboken on Saturday. The Dauntless, First Bohemian, and Hudson Boat Clubs will enter crews in the open events.

There is talk of holding the National Regatta on the Charles River, Boston, next year. The New England Association is greatly in favor of the plan.

Max Hirsch of the Wyanoke Boat Club, who is training for the junior single shell event of the Middle States, was out in his new shell yesterday for the first time. The boat was built by Davis, and suits him well.

SHIPPING AND FOREIGN MAILS.

Miniature Almanac This Day.

Sun rises...5:10 A. M. | Sun sets...6:59 P. M. | Moon rises...2:21 A. M.

High Water This Day.

A. M.: S. Hook....6:15 | Gov. Isl'd...6:42 | H. Gate....8:31

P. M.: S. Hook....6:15 | Gov. Isl'd...6:40 | H. Gate....8:29

Outgoing Steamships.

	Mails Close.	Vessels Sail.
TUESDAY, AUG. 16.		
Carib, Charleston	....	3:00 P. M.
Kaiser Wilhelm der Grosse, Southampton and Bremen	6:30 A. M.	9:30 A. M.
WEDNESDAY, AUG. 17.		
Kensington, Southampton and Antwerp	10:30 A. M.	12:00 M.
Majestic, Queenstown and Liverpool	9:00 A. M. *10:30 A. M.	12:00 M.
THURSDAY, AUG. 18.		
Bremen, Bremen	....	12:00 M.
FRIDAY, AUG. 19.		
City of San Antonio, Brunswick	....	3:00 P. M.
Seminole, Charleston	....	3:00 P. M.
SATURDAY, AUG. 20.		
Adirondack, Fortune Islands, &c.	10:00 A. M. *10:30 A. M.	12:00 M.
Albert Dumois, Aux Cayes, Jacmel, &c.	10:00 A. M.	12:00 M.
Arecuna, Mexican ports	10:30 A. M.	1:00 P. M.
Campania, Queenstown and Liverpool	5:00 A. M.	8:00 A. M.
Colorado, Galveston	....	3:00 P. M.
Finance, Colon	12:00 M.	2:00 P. M.
Furnessia, Glasgow	10:00 A. M.	12:00 M.
George W. Clyde, Charleston	....	3:00 P. M.
Kaiser Wilhelm II., Genoa	9:00 A. M.	11:00 A. M.
La Bretagne, Havre	7:00 A. M.	10:00 A. M.
Maasdam, Rotterdam	8:00 A. M.	10:00 A. M.
Pretoria, Hamburg	....	7:00 A. M.
Salerno, Newcastle	....	....
Thingvalla, Christiansand	11:00 A. M.	1:00 P. M.
Victoria, London	....	9:00 A. M.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers and remain open until within ten minutes of the hour of sailing.

TRANSPACIFIC MAILS.

Mails for China and Japan, per steamship Victoria, (from Tacoma,) close here daily up to Aug. §15 at 6:30 P. M. Mails for China and Japan, (specially addressed only,) per steamship Empress of Japan, (from Vancouver,) close here daily up to Aug. §15 at 6:30 P. M. Mails for China and Japan, per steamship Glenfarg, (from San Francisco,) close here daily up to Aug. 17 at 6:30 P. M. Mails for Australia, (except West Australia,) New Zealand, Hawaii and Fiji Islands, per steamship Aorangi, (from Vancouver,) close here daily after Aug. 6 and up to Aug. §18 at 6:30 P. M. Mails for the Society Islands, per ship Galilee, (from San Francisco,) close here daily up to Aug. 25 at 6:30 P. M. Mails for Australia, (except those for West Australia, which are forwarded via Europe,) New Zealand, Hawaii, Fiji, and Samoan Islands, per steamship Moana, (from San Francisco,) close here daily up to Sept. §3 at 7 A. M., 11 A. M., and 6:30 P. M., (or on arrival at New York of steamship Etruria with British mails for Australia.)

Transpacific mails are forwarded to port of sailing daily and the schedule of closing is arranged on the presumption of their uninterrupted overland transit. §Registered mail closes at 6 P. M. previous day.

Incoming Steamships.

TO-DAY, (MONDAY,) AUG. 15.

Bovic, Liverpool, Aug. 5.
Buffalo, Hull, July 30.
Furnessia, Glasgow, Aug. 4.
Irrawaddy, Port Spain, Aug. 6.
La Normandie, Havre, Aug. 6.
Maasdam, Rotterdam, Aug. 4.
St. Cuthbert, Antwerp, Aug. 3.
St. Regulus, Antwerp, Aug. 3.

TUESDAY, AUG. 16.

California, Gibraltar, Aug. 2.
Chicago City, Swansea, Aug. 3.
El Mar, New Orleans, Aug. 11.
Forest Brook, Antwerp, Aug. 2.
Hildebrand, Para, Aug. 4.

WEDNESDAY, AUG. 17.

New Orleans, New Orleans, Aug. 12.
Queen Margaret, Gibraltar, Aug. 3.
Trave, Bremen, Aug. 9.

THURSDAY, AUG. 18.

Germanic, Liverpool, Aug. 10.
H. H. Meier, Bremen, Aug. 6.
Patria, Hamburg, Aug. 7.
Russian Prince, Antwerp, Aug. 5.
Servia, Liverpool, Aug. 9.

FRIDAY, AUG. 19.

Algiers, New Orleans, Aug. 13.
Cheruskia, Hamburg, Aug. 5.
Fuerst Bismarck, Hamburg, Aug. 11.

Arrived—Sunday, Aug. 14.

SS Princesse Anne, Hulphers, Norfolk, with mdse. and passengers to Old Dominion Steamship Company.

SS Irrawaddy, (Br.,) Sogg, Trinidad Aug. 6 and Grenada 7th, with mdse. and passengers to Trinidad Shipping and Trading Co. Arrived at the Bar at 5 A. M.

SS Paula, (Ger.,) Hettmeyer, Hamburg July 29, in ballast to Gustav Heye. Arrived at the Bar at 9:30 A. M.

SS Oranje Nassau, (Dutch,) Myboor, Paramaribo, &c., July 21, with mdse. and passengers to Kunhardt & Co. Arrived at the Bar at 5:30 A. M.

SS Holles, (Ger.,) Jansson, Flushing Aug. 1, in ballast to Gustav Heye. Arrived at the Bar at 11 A. M.

SS Bluefields, Catherine, Richmond, with mdse. to Old Dominion Steamship Co.

SS Furnessia, (Br.,) Harris, Glasgow Aug. 4 and Moville 5th, with mdse. and passengers to Henderson Bros. Arrived at the Bar at 5:15 P. M.

SS Victoria, (Br.,) Farrington, London Aug. 4, with mdse. and passengers to New York Shipping Co. Arrived at the Bar at 7 P. M.

SS Guyandotte, Davis, West Point and Norfolk, with mdse. to Old Dominion Steamship Co.

SS La Normandie, (Fr.,) Fajolle, Havre Aug. 6, with mdse. and passengers to the Compagnie Generale Transatlantique. Signaled at Fire Island at 8:50 P. M.

Bark Louvka, (Br.,) Harris, Cape Town June 15, to W. R. Grace & Co.

Bark Blongfell, (of Liverpool,) Johnston, Junin 107 ds., with nitrate of soda to Balfour, Williamson & Co.

Bark Baldwin, (of Yarmouth, N. S.,) Wetmore, Trinidad, &c., 25 ds., with sugar to Czarkikow, McDougall & Co.—vessel to J. F. Whitney & Co.

WIND—Sandy Hook, N. J., Aug. 14, 9:30 P. M., calm, clear.

Sailed.

SS Aral, (Br.,) for Dover for orders.
SS La Campine, (Dutch,) for Antwerp.
SS Andes, (Br.,) for Port Limon.
SS Agnes, (Nor.,) for Philadelphia.

Spoken.

SS Critic, (Br.,) from New York for Dundee, was spoken Aug. 8 in lat. 42, lon. 63.40.

SS Antilla, (Br.,) from New York for Nassau, was spoken Aug. 12 in lat. 34.41, lon. 75.01.

SS Anchoria, (Br.,) from New York for Glasgow, was spoken Aug. 10 in lat. 48.16, lon. 48.56.

Bark Stadacona, (Br.,) from Philadelphia, was spoken Aug. 12 in lat. 42, lon. 63.40, steering north with foremast disabled.

By Cable.

LONDON, Aug. 14.—SS Francisco, (Br.,) Capt. Jenkins, from Hull for New York, passed Deal to-day.

SS La Touraine, (Fr.,) Capt. Santelli, from New York, arr. at Havre to-day.

SS Barbarossa, (Ger.,) Capt. Richter, from New York for Bremen, arr. at Southampton to-day and proceeded.

SS Friedrich der Grosse, (Ger.,) Capt. Eichel, (from Bremen,) sld. from Southampton for New York at 8 P. M. to-day.

SS Umbria, (Br.,) Capt. Dutton, (from Liverpool,) sld. from Queenstown for New York at [illegible] A. M. to-day.

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A BETTER HEAD NEEDED.

President McKINLEY must see that the work of the War Department for some time to come, possibly for years, is to be of a very important, difficult, and, to a great extent, novel character. He ought also to see that for this work the department requires a very much better head than Mr. ALGER.

The work may be divided generally under two heads. First will be the reorganization, so far as lies within the power of the Executive, of the enlarged regular army, and its redistribution for its duties at home and abroad, together with the disposition of so much of the volunteer force as will be required and the release of the remainder. This, of course, should be done in connection with a well-studied plan for the permanent reorganization of the army, the establishment of a general staff to co-ordinate and regulate the operations of all the branches, and a plan for the development and assimilation of the military force of the several States. These latter features will require legislation, but legislation should be guided by the War Department in great degree and can be if the latter deserves the respect and confidence of the country.

The second class of duties imposed on the War Department are very urgent, are quite novel, and will demand the utmost capacity, sagacity, and, above all, impartial devotion to the task with absolute freedom from political or personal favoritism. That is to say, they will demand in the head of the department qualities not possessed by Mr. ALGER. These duties flow from the necessity of establishing in Cuba, Puerto Rico, and Manila a provisional administration under the control and direction of the army. For some time, until Congress shall have passed such laws as may be thought best, this administration must be purely military. Even the civil duties involved must be either discharged or supervised by army officers. In Cuba the evacuation by the Spaniards will leave two classes of the population between whom there have been for years not only deep-seated prejudice and animosity, but actual hostilities. All the offices under which the civil and the criminal law have been enforced, political relations regulated, taxes collected and expended, and the numberless details of everyday life adjusted, are now in the hands of the ruling class, who unquestionably have abused their powers. On the other hand the insurgent Cubans are not qualified by numbers, ability, character, or experience to assume these offices. The task of the army commanders will be to select the best of the present incumbents, provide others where necessary, keep the peace, prevent or correct abuses, and in every way practicable prepare the country for an orderly and progressive régime.

At best this work will be vexatious and difficult. If politics is allowed to enter into it, if it is to be undertaken in any degree in the spirit which for months has prevailed in the War Department there is no end to the confusion, trouble, and disgrace that will surely follow. Mr. McKINLEY has allowed Mr. ALGER to remain in office far too long, and at a terrible cost to the country. He should now let him go. If there be any device by which the wretched man's feelings can be saved the country will, without being deceived, tolerate it. But it will not patiently bear his retention.

RUSSIA AND ENGLAND IN CHINA.

There seems to be no doubt that the British Government has failed to meet the just demands and expectations of the British people in its treatment of the Chinese question. It has not been really representative. This is the more remarkable because for a whole generation at least it is precisely upon matters of foreign policy that the Conservative Party has most commanded the confidence of the country. It has been pretty uniformly [illegible] foreign questions have come to the front. Possibly this may be explained, as MATTHEW ARNOLD attempted to explain it, upon the ground that the Conservative Party is the party of the aristocracy, and that upon foreign questions the policy of an aristocracy is apt to have more steadiness and more dignity than that of a democracy. But it is simpler to refer it to the personal qualities and defects of the man who for two generations was the Liberal leader. Nobody knew the wants of the British people in their domestic affairs better than Mr. GLADSTONE. Nobody knew their desires so well, and he maintained his leadership by giving them what they wanted, sometimes in advance of an express demand. But his foreign policy, if he can be said to have had one, was the least successful part of his statesmanship, and when the leading questions were foreign questions he was much weaker before the country than when they were domestic. Nor among his subordinates was there, during the greater part of his career, one who commanded more confidence than he. During his last administration, indeed, Lord ROSEBERY appeared to great advantage in the Foreign Office and conducted its affairs with vigor and success. Disastrous as was his misjudgment of the feeling of his party in domestic affairs, he is to-day the Liberal leader when the question is of foreign affairs.

But certainly no Liberal administration could have appeared to much worse advantage than the Conservative Ministry in its treatment of the Chinese question. It has proclaimed the open door in China, and, as The London Times puts it, it has seen the door of Manchuria ostentatiously shut in its face by Russia. That is the interpretation put by Englishmen of all parties upon the withdrawal of the concession for the Niuchwang Railroad.

No doubt the Salisbury Government has been heavily handicapped. Our London correspondent, in his cable letter published yesterday, explains how. That M. PAVLOFF was empowered to bribe the Chinese officials and that Sir CLAUDE MACDONALD was not was said by Lord SALISBURY in the House of Lords a few weeks ago almost as plainly as our correspondent says it. That the influence of the Queen is wielded in favor of yielding to the Russian demands rather than of carrying resistance to a risk of war is an allegation which no British public speaker and hardly any British public writer can be expected to make. The theory of the British Constitution is that she has no influence. The fact, as she has often shown, is that she has a great deal. With these two handicaps it is possible that no British statesman could have done much better than Lord SALISBURY has done.

But it is none the less clear that Great Britain has met with a defeat, and with a defeat to which she cannot afford to submit. Her foreign trade is vital to her. A nation which imports two-thirds of its food cannot grow without an increase of her foreign markets. She cannot even exist if they are diminished or restricted. All classes of Englishmen recognize that the keeping open of British markets is a vital necessity, and that a war to maintain them would be a war justified by the instinct of self-preservation.

It is not likely that Russia would go the length of war to close the Manchurian markets against Great Britain. The odds against her in that quarter of the world are far too great. As we have already pointed out, until the Siberian railway is completed to the shores of the Gulf of Pe-chi-li she cannot transport troops or stores to her new sphere of influence except by the leave of the British. At present she is helpless against Great Britain in Chinese waters. No wonder that Russian journals are talking about changing the venue of war from Chinese waters to the northern frontier of British India. But the recent experience of the British in the passes that form the only means of access to British India from the north indicate that the invasion of India would be as desperate an adventure as the challenge of the British naval power in the China Sea.

Evidently the English humiliation which all the organs of English opinion acknowledge is keenly relished on the Continent of Europe, as keenly as Spanish victories over ourselves would have been relished if there had been any. What is more to the immediate purpose is that the triumph of Russia is keenly resented in Japan. It ought to be as keenly resented in this country. For, as we have so long been preaching, British interests in the Far East are American interests. They are also the interests of civilization, to which the grant of the British demand for "the open door" would give an immense impetus, and against which the exclusive pretensions of Russia and France and Germany are a standing menace. The peaceable development of Asia will not be secured until these exclusive pretensions are abandoned or defeated. It is hardly possible that they will be abandoned without a violent struggle, which may well seem to the imperial British poet

"The day of Armageddon, the last great fight of all."

But there can be no doubt upon which side of such a struggle the interests of civilization are enlisted. There can be no doubt upon which side American sympathies ought to go.

QUIGG ON THE CANAL SCANDAL.

"State issues, however, are not likely to enter into this campaign. The people are not going to concern themselves greatly over a few abuses in the conduct of an enormous public work. Their attention is occupied with great National problems growing out of the successful conduct of the war, and their purpose, in my opinion, will be to cast their votes so as to applaud President McKINLEY for the great work he has done and strengthen him for the work he now has in hand."—LEMUEL ELY QUIGG.

Although he was unable to account satisfactorily for the disappearance of the bank funds in his custody, the heart of the late Col. Yell of Yellville always [illegible] BLACK's commission of inquiry reports that the canal improvement the Republican State administration undertook to carry to completion with $9,000,000 will cost $21,000,000, so that $12,000,000 more must be furnished by the people. It further reports that of the $9,000,000 already expended, fully one million was improperly expended, that is wasted, largely because GEORGE ALDRIDGE's political Inspectors did not do their duty. One million and a half more of the money spent should not have come out of the improvement fund, but out of the repair fund. For this blundering and corruption, for the squandering of this great sum of money, and for the threatened ruin of the canal system of the State, worth to-day $200,000,000, the Republican State administration, PLATT, BLACK, ALDRIDGE, PAYN, and the rest are directly responsible.

But nothing is to be said about these State issues in the campaign, according to Mr. QUIGG. "Great National problems will occupy the thoughts of the men who are to elect a Governor and Legislature in the State of New York. The people will so cast their votes as to "applaud President McKINLEY for the great work he has done."

The buoyant Quiggitude of this view of State politics is its chief quality. The large-minded assumption that the people of New York are blind fools; the wish revealing its paternity of the cheap and silly thought; the pert and easy brushing aside of ugly crimes and scandals that the Amazon could not wash out of the Republican record nor the Alps hide from the sight of the voters this Fall; and the fatal confidence that the expensive partisan misuse of power by PLATT and BLACK will be condoned and forgotten in the rush to applaud the President—these are the stigmata of Quiggitude.

We admit that the recollection of the fine and speedy manner in which we have whipped Spain will be much in the minds of the people this Fall, but not as a party issue. The Republican Party cannot claim the war, nor have Democrats any disposition to sulk because a Republican Administration happened to carry it on. We believe the Democrats boast that they forced the Administration to declare war. At any rate, the glory and pride of the war are a possession of the whole people, not of any party. The Democratic platform and the Democratic speakers this Fall will express the National and popular joy at the achievements of our army and navy with as much sincerity and, we may add, with as much right, as the Republicans. There is no issue in a matter that both sides treat in the same way.

But applause of McKINLEY will not drive the gigantic canal scandal from the minds of the people. There must be a reckoning with PLATT and BLACK and ALDRIDGE. That is a State issue with a vengeance, and it will overslaugh all National issues when the voters get awakened and interested in the campaign.

A MARVELOUS CHANGE.

The recently published statement of the Treasury Department as to the imports and exports of iron and steel and their manufactures is a very striking one.

In round numbers, the United States in 1880 imported $74,000,000 worth of these articles and exported less than $13,000,000 worth. In the last fiscal year these figures were exactly reversed. The imports were a little over $12,000,000, the exports were about $75,000,000. When we consider the marked fall in the prices of many varieties of the manufactures of iron and steel the change is more significant. It is still more so when we recall the very large increase in the population of the United States. This in 1880 was a little over 50,000,000. By the latest estimate of the Bureau of Statistics it is now a little less than 75,000,000. It follows, therefore, that in 1880, when we had to import $74,000,000 worth of iron and steel and their manufactures, we consumed not only all our own product, but an average of $1.50 worth of imports. In 1898 our own product not only supplied the needs of a population of 75,000,000, but enabled us to send abroad an average per capita of $1 worth. We have added 50 per cent. to our population, and with the advance in business prosperity and in the variety of demand have probably added much more than that proportion to our needs for steel and iron. But our production has increased so marvelously that not only can we satisfy these increased needs, but have a considerable surplus for export.

Nor is this very striking general contrast in product the only remarkable feature. The change in the cost of production is even more remarkable. There has been, of course, a nearly universal tendency to reduction in the cost of production. But this tendency has been much stronger and the reduction greater and more rapid in the United States than in the older countries with whom, in these matters, we are forced to compete. Eighteen years ago they could turn out steel and iron and their manufactures at a price so low that, with high duty and freight added, they could sell at a profit in our market. To-day we can turn out these things so much lower that, with the freight added and, in some cases, a duty also, we can sell at a profit in their markets.

A concrete example of what this change means is furnished us from the engineer of a bridge works in this country recently traveling in Germany. Visiting a works of the same kind, he was informed that 600 men were there employed, about the same number as in the American establishment. The maximum output of the German works was 12,000 tons per year; the actual output of the American works was 60,000 tons. The capital engaged in [illegible] in the United States. Under these conditions it is easy to see that no serious rivalry is possible between these two establishments in markets open to both, and that even high duties could not surely preserve the German market for the German product. It is true that we have no monopoly of progress and that the immense gain we have made can only be held by continual improvement in all directions. Meanwhile in the light of these facts a tariff to "protect" our industries against those of foreign countries is about as modern and necessary as the ordinance still, we believe, in existence, which forbids the residents of New York to allow their milch cows to go loose and unattended in the streets and on the highways.

MR. MURPHY AS PEACEMAKER.

EDWARD MURPHY, Jr., is under heavy bonds to keep the peace during the coming campaign. Mr. HILL may reach for the hair of Mr. CROKER and Mr. CROKER may yearn to put the knife deep into the vitals of Mr. HILL. Tammany may demand everything and the Germans may demand nothing but Sunday beer. The silver Democrats may repudiate any platform that is not rank of Chicago and the independent Democrats may hold aloof and denounce all other factions and fractions of the party as unholy. But EDWARD MURPHY, mindful of his Senatorship, must continually beg for harmony and, so far as he may be able, compel it.

Mr. MURPHY's term as a United States Senator expires in March next. The Legislature to be elected this Fall will choose his successor. He earnestly hopes to be his own successor. But in order to be elected his party must secure a majority of the Legislature on a joint ballot. In the present Legislature the Senate stands 35 Republicans to 14 Democrats and 1 independent Republican, and the Assembly consists of 79 Republicans, 69 Democrats, and 2 independent Republicans. There is a Republican majority of 30 on a joint ballot. The Democrats must gain 16 seats in the Senate and Assembly to insure the election of a Democratic successor to Senator MURPHY.

The wisdom of sending Mr. MURPHY to the Senate again is not here in question. If it were THE TIMES would have decided opinions to express. Our present purpose is to point out the silliness and falsity of the stories almost daily printed about a quarrel between Mr. HILL and Mr. CROKER in which EDWARD MURPHY is supposed to be actively devoted to the cause of CROKER and against HILL. Senator MURPHY is against nobody this Fall. He is for union and harmony, a long pull, a strong pull, and a pull all together to make the Legislature Democratic. The Legislature will be Republican, everything will be Republican, if Democratic leaders fight each other instead of fighting the common enemy.

CURRENT NOTES.

Reports received from the Eastern, Middle, and Western States show the tonnage of hay this year to be greater than for ten years, and speak well of the conditions of the harvest crop.

* * *

The Ram's Horn says that the Salvation Army during its last "self-denial week" raised $165,000 to carry on its work among the lowly and neglected. This is an increase of $40,000 over the amount of last year.

* * *

When the United States mail service across the Rainy River at Korchiching, Minn., was discontinued the result was that a letter posted there for Fort Frances, half a mile away on the Canadian side, now has to travel 1,250 miles, and it takes eight days to reach its destination.

* * *

Mrs. Frances Hodgson Burnett's divorce has had an unexpected result. She wishes to have her name changed to Mrs. Frances Hodgson, but her publishers are said to object. They say that the name she desires to assume has no marketable value, and that with it she would have to win fame anew.

* * *

There lives in Marshall, Mo., Alexander Steele, who was an own cousin of Gladstone. Mr. Steele was born in Scotland in 1815, and as a boy used to be much with his cousin. He came to this country in 1830, and up to a few years ago kept up an intermittent correspondence with the "Grand Old Man."

* * *

Wire rolled glass is one of the most recent inventions. The glass, which is exactly one-quarter of an inch thick, contains in the centre a wire netting, the meshes of which are a trifle less than one inch in diameter. Consequently the wire does not obscure the light, and wire-rolled glass, it is said, will resist fire as long a time as an equal thickness of iron.

* * *

The Bible was not circulated in Cuba until 1882. In that year the American Church Missionary Society built at Matanzas the first Episcopal church in Cuba. Since the war began the building has been turned into a vaudeville theatre. The desecration seems especially awesome when one considers that the worshippers called themselves the "Faithful of Jesus" congregation, and their meeting place located on "St. John of God" Street.

THE ADMINISTRATION AND CIVIL SERVICE.

To the Editor of The New York Times:

In the article written by E. G. Dunnell, accompanying the picture of Lyman J. Gage, in your ILLUSTRATED WEEKLY MAGAZINE of Sunday, Aug. 7, occurs this sentence: "A believer in the merit system, he has insisted upon an observance of the letter and spirit of the civil service law so strict as to provoke the condemnation of many of the eager and reactionary partisans of the party that put him in office."

If it will not take too much of your valuable space, I would like to know:

First—Does not the Secretary of the Treasury, when he assumes the office, make a solemn oath, the provisions of which include the assertion that he will faithfully execute the laws?

Second—Is it not a sadly ominous fact that it is thought worthy of remark that a Secretary of the Treasury has not committed perjury, but has "insisted upon an observance of the letter and spirit" of laws which he has sworn to enforce?

Third—Being a believer in the efficacy and benefit of the system, to carry out which the laws were made, has not that man [illegible] he has sworn to enforce to be ignored and broken and become "particeps criminis" by making appointments to office in contravention of those laws?

Now it may be asked, What has all this to do with the head of the Treasury Department? The answer is, that the collection of internal revenue is a branch of that department. The civil service rules cover all appointments from and including Deputy Collectors down to doorkeeper. The examinations were held at the usual time, and those who could stand the test had their names placed on the eligible lists. There they are still, and will remain until replaced by the names of other fools, similar to myself, humbugged by this pseudo civil service reform.

The increased taxes on account of the war necessitated an increase of the force employed in the internal revenue service. Of the large number appointed I cannot find that any were taken from the civil service lists. In my reading of the war revenue bill I have not found any clause abrogating the civil service laws in connection with that bill. If there was no such clause, then all the appointments included in the civil service rules, and made outside of the eligible lists were in violation of law, as well as of the implied contract made by the Government with those who underwent the examination, that those who stood the test should have the chance of appointment in the order of merit; and the Collector who nominated, the Commissioner who appointed, and the Secretary who confirmed, not only violated a plain law, but also to a certain extent each broke his oath of office, and a very nasty title can justly be applied to one who violates his oath. It is not and should not be the "Honorable" by any means.

None of these officials can play the baby act, or, like Adam, place the blame on another. The Commissioner of Internal Revenue knew perfectly well what he was about, and after such a deliberate disregard of the civil service laws should certainly be removed by the President, who has declared his intention of carrying out the provisions of that act, and who, in failing to take notice of the conduct of his subordinate, is stultifying himself, and, to put it mildly, allowing a stain to remain on his record.

The Secretary of the Treasury, according to the letter from your Washington correspondent several weeks ago, hesitated in concurring with the actions of his subordinates. By what means he was induced to disregard his duty I know not; but the crime has been committed, and seemingly without protest from the Commissioners of Civil Service, who certainly had a chance to show that they were appointed for other than ornamental purposes, and to justify the reason of their being.

I suppose the exciting news of the war with which the papers have been filled from day to day has prevented the notice which such evasion of the law should have received, and the knowledge of such preoccupation was encouraged, and enabled these lawbreakers to effect their purpose, but that very fact makes the action more sneaking and contemptible. It seems to me to be peculiarly mean, when all the people heartily sustain the Government in its measures, when the young men of every shade of politics show equal alacrity in risking their lives for their country, when, irrespective of party, each vies with the other in willingness to lavish money for the use of Government, that at such a time, the President and his chief advisers should be incapable of rising to the grandeur of the occasion and become what they should be—the head and front of the whole people instead of the tools of a party, parceling out the offices of the people as spoils, to give as rewards to petty politicians, for, in many instances, corrupt and degrading partisan service.

Do you think I am too severe in my animadversion? There is an old Latin proverb which, translated, reads, "False in one, false in all." If any member of the Administration neglects to observe his oath of office to the fullest extent, through ignorance, then he is unfit for his position; if willfully, he should be impeached, and would be if the gravity of the offense were immediate enough in its consequences for the people to realize the danger.

CIVIL SERVICE.

NATIONAL POLICY IN THE PRESENT CRISIS.

To the Editor of The New York Times:

Will it not be useful to direct the attention of your intelligent and reflecting readers to the subjoined extracts from the closing chapter of Kidd's "Social Evolution"? The pertinence of the quotations is most unmistakable:

"It is because of the predominant importance of the doctrine of the native equality of all men that the European peoples have retreated in those tropical lands which, being unsuitable for colonization, could have been ruled and developed only under a system of military occupation.

"When we attempt to estimate our future relationship to the colored races outside the temperate regions there are, we shall find, two great events which will in all probability fill a great part in the history of the twentieth century. The first will be the accomplishment among the Western peoples of the last stage of that process of social development which tends to bring all the people into the rivalry of life on conditions of social equality. The other will be the final filling up by these peoples of all those tracts in the temperate regions of the earth suitable for permanent occupation. As both these processes tend toward completion, it would appear that we must expect our present relationship toward the colored races occupying territories outside the temperate zones to undergo further development.

"With the tendency to scrutinize more closely the existing differences between ourselves and the colored races as regards the qualities contributing to social efficiency, there will arise a disposition to relax our hitherto prevalent opinion that the doctrine of equality requires us to shut our eyes to those differences where political relations are concerned. We shall perceive the inexpediency of allowing a great extent of territory in the richest region of the globe to remain undeveloped, with its resources running largely to waste under the management of races of low social efficiency. We shall recognize that it is in the tropics, and not in the temperate zones, that we have the greatest food-producing and material-producing regions of the earth; that the natural highways of commerce in the world should be those which run north and south, and that we have the highest possible interest in the proper development and efficient administration of the tropical regions, and in an exchange of products therewith on a far larger scale than has been yet attempted or imagined.

"The question is, How is this development and efficient administration to be secured? Slavery is no longer either possible or permissible. The idea of colonization is debarred by the force of the facts of experience. Will the colored races, left to themselves, prove to possess the qualities necessary for the achievement of the desired results? Or is the difference between ourselves and them an unalterable cosmic fact?

"Pressure of circumstances will enforce the conviction that the tropics must be administered from the temperate regions. Nor is there any insurmountable difficulty in the task. Even now all that is required to insure its success is a clearly defined conception of moral necessity.

* * * * * * * *

"Take, for an example, the administration of the Indian Peninsula by the British nation. It has never been marked by those features which have distinguished Spanish rule in the American Continent. The rights of the native races, their ideas, their religions, have been respected, and even their independence to the utmost extent compatible with the efficient administration of the government of the country.

"The result has been remarkable. There has been for long in progress in India a steady development of the resources of the country which cannot be paralleled in any other tropical region of the world. This improvement includes extensive public works, railways, roads, and bridges, irrigation works, the development of mining and agriculture, even sanitary reform. Tea, cotton, and other industries, suited to the condition of the country, are rising into prominence, and the only contribution of the ruling powers to their welfare is the guarantee of social order and the maintenance of the conditions of efficiency and integrity in the administration of the departments of government.

"The commerce of India has expanded in a still more striking manner. Nor is there any question, now, of the ruling race merely exploiting India to their own selfish advantage. Great Britain desires to share in the prosperity she has assisted in creating, it is true; but, for the most part, she shares indirectly and in participation with the rest of the world. All the rest of the world may compete in the markets of India on equal terms, and the gain of England tends to be a gain, not only to India, but to civilization in general.

"A still more effective object lesson might be drawn from the case of Egypt, which in a few years, under British administration, has emerged from a condition of chronic bankruptcy to a state of satisfactory solvency. The cotton crop of Egypt has increased 50 per cent., and the credit of the country has risen from a rating of 50 to a [illegible] true that England does obtain a recompense, and a recompense at once most substantial and most honorable, for any sacrifices she may make for Egypt. But neither directly nor indirectly does Great Britain draw from her predominant position any profit at the expense of other nations. Her gain is there also the gain of civilization.

"The last thing our civilization is likely to permanently tolerate is the wasting of the resources of the richest regions of the earth through the lack of the elementary qualities of social efficiency in the races possessing them.

"The right of those races to remain in possession will be recognized; but it will be no part of the future conditions of such recognition that they shall be allowed to prevent the utilization of the immense natural resources which they have in charge. At no remote date, with the means at the disposal of our civilization, the development of these resources must become one of the most pressing and vital questions engaging the attention of the Western races. The partition of Africa among the European powers forms one of the most remarkable signs of the times at the end of the nineteenth century. The same feeling has already recognized, by a kind of National instinct in the United States, the necessity for the future predominance of the English-speaking peoples over the American continents."

Note also the bearing upon recent events of the following apt quotation from Lecky's "Political Value of History":

"The foundation of national prosperity is laid in pure domestic life, in commercial integrity, in a high standard of moral worth and of public spirit, in simple habits, in courage, uprightness, and a certain soundness and moderation of judgment which springs quite as much from character as from intellect. If you would form a wise judgment of the future of a nation, observe carefully whether these qualities are increasing or decaying. Observe especially what qualities count for most in public life. Is character becoming of greater or of less importance? Are the men who obtain the highest posts in the nation men of whom, in private life and irrespective of party, competent judges speak with genuine respect? Are they men of sincere convictions, consistent lives, indisputable integrity? It is by observing this moral current that you can best cast the horoscope of a nation."

It appears to your correspondent that straightforward and logical utterances, such as the above, are of the very essence of shrewd prophecy and sound and prudent exhortation, and, as such, may well be taken to heart at the present time by every citizen of our land. Had they been composed but yesterday they could scarcely be more apropos.

E. H. CLEVELAND.

Ridgewood, N. J., Aug. 9, 1898.

A PLEA FOR THE PHILIPPINE INSURGENTS.

To the Editor of The New York Times:

Now that peace in Cuba has become assured interest will be more thoroughly concentrated on the Philippines—that hybrid-populated paradise of the Pacific which the destinies of war, strangely enough, have flung into our hands. It is doubtful if American statesmanship has ever been confronted with a more difficult problem than is now presented by the group of islands so long under the domination of Spain. With Europe frowning on our occupation, with Germany on the seas, ugly and covetous, and the insurgents under the able Aguinaldo, now become distrustful of the Americans, the situation seems sufficiently troublesome and difficult. It has been said that victory is sometimes more costly than defeat, and the possible consequences of Dewey's brilliant triumph at Manila bid fair to warrant the paradox.

Having wrested the islands from Spain, we have incurred responsibilities which it would be absolute dishonor to shirk. The future of the Philippines is ours to make or to mar.

The argument for the right of the Cuban insurgents to govern themselves would seem to apply with no less force to the revolutionists of the Philippines. Why should the latter be contemned and the former approved? If the fact that a people are a mixed race is to be adduced as an argument against their fitness for autonomy, what is to be said of our own country, where there exists a greater variety of races than in any other portion of the globe?

Why should not the United States, after having received the support of Aguinaldo, use its powerful influence to set up a republic, which would be under our protection? To leave him and his brave followers in the lurch, to abandon them to the mercies of revengeful Spain, would be heartless and cynical, and opposed to all the generous traditions of the Republic.

The contention that the revolutionists of the Philippines lack the qualifications of self-government is founded on a gratuitous assumption. It is without proof and without value. The claim that a given people are not able to govern themselves is one of the dogmas of tyranny. It is the fundamental article of belief with those political philosophers who distrust the people and hate democracy. It was the argument of the oppressors of Poland and Ireland, the stock in trade of the political ethics of conquering Rome, and has borne down with a crushing weight on the liberties of people before and since Caesar's time.

A people who have shown such bravery and resolution as the Filipinos in opposing the forces of Spain are not to be despised. Intolerance of tyranny and oppression are certainly the first requisites for freedom, and this has been the distinguishing characteristic of these islanders from the first. They have a just right to be called patriots, and their claims to independence should be recognized and supported by this Government. In their treatment of prisoners they have shown a respect for the laws of civilized warfare that gives the direct lie to those who bring against them the charge of barbarity and unfitness for self-rule.

It is interesting to note an effect of the unparalleled series of triumphs which have crowned our arms by land and sea. This effect is expressed in the word "imperialism," which is now so often encountered in speech and writing. It is the spirit alieni appetens that covets that which belongs to the neighbor. Under the high-sounding terms imperialism and expansion there lurks a spirit that should never be allowed to become dominant in the policy of a nation which stands alone in this—that its past and present are a beacon light in the hard struggle of the races toward liberty, bidding them still to hope. Up to the present no weaker people have ever felt the heavy hand of the Republic press upon them. Our National record, though not stainless as regards political corruption, is at least godlike in this—that it is exempt from that vilest form of national cowardice, trampling on the weak. The practical motto of European nations, "Might Is Right," has up to now been execrated in the West.

Since the astounding successes of the war with Spain, and the agitation for an alliance with England, a desire for conquest has taken possession of a portion of the people, who have become excited by the glamour of arms. The wine of martial success has entered their veins, and obscured their view of American honor. Their reasoning is that because the Cubans and Filippinos are weaker than we, therefore, they have no rights that we are bound to respect. It is to be hoped that this spirit, so contrary to our traditions, will never obtain dominance, and that a just consideration for their rights will continue to rule as in the past in our dealings with other peoples.

DEMOCRAT.

Brooklyn, Aug. 12, 1898.

THE DAVY LAMP.

To the Editor of The New York Times:

Your correspondent, "New Englander," is in error when he quotes the "principle of the Davy lamp." The wire gauze does not "prevent the passage of inflammable gas." It does not prevent the passage of gas, else how could the flame be fed with air? It does not prevent the passage of inflammable gas, for how could wire gauze, of coarse (compared to the texture of the gases) meshes, sift air from carburetted hydrogen, "fire-damp" as it is called?

In any ordinary flame, say of a candle, part of the heat is expended in changing volatile substances into gas, and another part in igniting that gas. If you take a piece of copper gauze, say five inches square, and hold it two inches or so above a gas burner, turn on the gas, and pass a lighted match above the gauze, the gas above the gauze will burn, without lighting that below. Now, if you turn off the gas, and turn it on again and relight below the gauze only the gas below the gauze will burn. The explanation is that copper, being the very best (or nearly so) conductor of heat, conducts away from that part of the flame near it so much heat that there is not sufficient left to ignite the gas under the gauze in the first experiment, or over it in the second.

The Davy lamp is often used to test the quality of the gases as follows: It is sent down into the mine in the hands of a tester, and if the air is charged with fire-damp heavily enough to be dangerous, there will be slight cracklings and explosions in the lamp. If the lamp burns with a clear, steady flame, then all is safe and the miners come down with their little hat-lamps with exposed flames.

J. J. ARNAUD.

[illegible] East Seventy-sixth Street, New York, Aug. [illegible], 1898.

CONCERNING MR. ALGER.

From The Commercial Tribune, (Cincinnati.)

They do say that Secretary Alger got mixed in his bearings and confounded the authority of the War and Navy Departments, and as a consequence was called down by Secretary Long. It looks as if President McKinley needs more than one Peace Commission to help out.

From The Kansas City Times.

There is no reason why Alger should remain at the head of the War Department another day, but there is every reason why he should not. It is practically the unanimous wish of the army that he should be made to give way to a more competent man and to one who would not "play" it for political purposes.

From The St. Louis Republic.

Alger's mismanagement of his office and his use of his position to inject politics, whenever possible, into its affairs, have been the gravest scandals, and perhaps the only ones, that have clouded the conduct of the war. In the work of military rehabilitation and readjustment rendered necessary by the new conditions which arrive with peace, a man the exact opposite in character and qualifications to Gen. Alger is demanded by public interest.

From The Dallas Morning News.

Even if Roosevelt's communication had been an official one, Alger's discretion should have dictated keeping it from the public. The publication of such matters when the country is at war is bound to prove more or less demoralizing to the service. If, as appears to be the case, Alger's breach of ethics was for the purpose of discrediting Roosevelt before the voters of New York, and in the interest of Bliss's candidacy for Governor and the ascendency of the Platt machine, then the Secretary has been guilty of a gross breach of official propriety, and the President should summarily dismiss him.

From The Chicago Daily News.

The lack of organization and executive ability in the War Department was demonstrated anew at Montauk, when, notwithstanding their coming had been expected, sick soldiers were left without food and compelled to sleep on the ground. It would be interesting to know how Secretary Alger puts in his time.

From The Sun, (Baltimore.)

After Santiago capitulated our soldiers died like sheep from yellow fever, malarial fever, and other ailments, and both Gen. Shafter and the medical officers of the army insist that the hospital facilities were inadequate and the medical stores were insufficient. The transports containing supplies were managed in a bungling way, and the provision for landing troops and supplies was far from perfect. Nobody is willing to accept the responsibility for this mismanagement, but everybody admits that it existed.

From The Times, (Richmond, Va.)

He [Col. Roosevelt] is not a man to submit tamely to an unjust censure, and the Secretary of War went out of his way to administer a public rebuke to him that would ruffle the temper of a far more amiable man than he is. We shall be very much surprised, therefore, if Col. Roosevelt does not come back at the Secretary with some sort of a weapon that will open the door to a thorough investigation of the whole Santiago campaign, and if the jobbery is really there which is suspected, this investigation ought to let the people into an inside view of it.

From The Worcester Daily Telegram.

There is a protocol existing between the United States and Spain which will prevent bloodshed between the armies of those countries by bullets, but there is no sign of a protocol between President McKinley and his political lieutenant that promises to save the lives of soldiers who wear the blue. Spain was an easy victim of American prowess in war, but politics, with its disease allies, knows no conqueror up to date.

From The Worcester Evening Gazette.

In the Franco-Prussian war the French department was full of Algers and Sternbergs, and the failure of the supply departments did its share in demoralizing and defeating Napoleon's army. The Germans, on the other hand, had built up an adequate system, and the war correspondents wrote of the perfection of detail which made it possible to have a hot supper ready for the troops at the end of every march.

From The Boston Transcript.

Mr. Alger has completely muddled the affairs of the department of which he was unfortunately appointed the responsible head. When he and his political appointees relinquish office, it will take experienced and competent men a long time to undo their mistakes, and the sooner it is put out of their power to make many more the lighter will be the task. Gens. Miles and Merritt may be congratulated upon the fact that they are where they are, in spite of Mr. Alger's opposition.

From The Galveston Daily News.

Col. Roosevelt undoubtedly entertains a lurid opinion of Alger, and so do many others.

NUGGETS.

Sufficient Cause.

She—What made you fall in love with me, anyway?
He—You did.—Somerville Journal.

About War Literature.

"My wife has given up collecting for a war scrapbook."
"Tired of it?"
"No; but she said there wasn't anything she could leave out."—Chicago Record.

The Returned Soldier.

"I couldn't interest that girl at all."
"Why not?"
"Every time I began to describe a battle or a naval engagement she told me she had seen it in a biograph."—Detroit Free Press.

The Doubtful Initial.

"Named your boy yet?"
"Yes. Call him Dewey S."
"What is the 'S' for?"
"I dunno yet whether it is for Sampson, Schley, or Smith, for his mother's father."—Ram's Horn.

When They Were Boys Together.

"Well," said the Chicago man, "it's all right for these Eastern girls to go over and be Duchesses and Earlesses and so on; but you notice when they need a Vice Empress it's a Western girl that's 'It.' Land, I used to know Lady Curzon's pa when Levi Leiter and I were both dry goods clerks. And now to think his girl is going to be a Vice Royess. Well, she'll show 'em how!"—Boston Transcript.

HIS COVENANT REMAINETH.

Cyprus Golde in Halifax Herald.

Behind the blood red battle cloud,
Above earth's crimson stain;
Above the agonizing field,
He ruleth not in vain.
He oversees the deepest plans
Man makes in boastful power;
But ever knowing all his deeds,
Controls the final hour.

Earth has her banners terrible,
The drum beat and the roar
Of murderous artillery,
Red flamed on sea and shore,
The piercing steel in serried lines,
The grim death dealing tower;
The carnage and the victory,
And man cries, "Mine the power."

The countless slain, the ready shout,
"The might is on our side."
The bugles blare, the banners wave—
The glory far and wide.
The chain shot and the screaming shell,
May rain a burning shower;
His covenant remaineth still,
And His is still the power.

Man's strategy, akin to crime,
Great slaughter gains anew;
His mighty arm shall break the bow
And snap the spear in two.
Man's inhumanity still reigns,
And bids the needy cower;
But God is love and holds therein
His own Almighty power.

His covenant remaineth still.
Perhaps earth's battlefield
May prove a spot where men at last
To His sweet mercy yield.
The living truth no man has slain
Will chant her mighty hymn,
Until the Master giveth up
God's kingdom back to Him.

PLANS FOR OUR ISLANDS

The President Thinks the Philippines Alone Will Present Any Serious Problems to Solve.

GARRISONS FOR CUBAN PORTS

Gen. Miles Has a Sufficient Force to Maintain Military Rule in Puerto Rico—A Liberal Policy with the Natives.

WASHINGTON, Aug. 14.—The President believes that the most serious problem which the Peace Commission will be called upon to deal with is the Philippines. Before the commission assembles it is hoped the affairs of Cuba and Puerto Rico will be found in such process of adjustment as to leave little for the commission to consider under that head. The absolute relinquishment by Spain of all sovereignty over the islands in the West Indies will allow only the property questions to be settled betweeen the Governments—that is, what Spain shall take away and what shall remain as captures of war, and the protection of Spanish subjects and their property in the islands.

The greater questions growing out of the war as relating to Cuba and Puerto Rico will have to be dealt with by the United States alone. The fact that the Philippines will present the difficult problems in the peace negotiations has caused the Administration to give it a great deal of careful atttention.

Several suggestions have been made as to what shall be done, one being the retention of the bay, city, and harbor of Manila, just what the protocol gives temporarily. Another is that Subig Bay and a sufficient amount of territory for a naval and coaling station be secured, and the building up of an American city at that place begun. Still another idea which is being considered is the retention of the Island of Luzon, the advocates of that plan believing that there would be trouble between the Governments which occupied a portion of the island with a line of demarkation, such as would exist in case Manila and the bay only were retained.

The Island of Luzon is the largest of the group and contains about 3,000,000 people, which are said to be the better class in the Philippines. It is believed, however, that the Administration and the Commission will be greatly influenced by the reports which Admiral Dewey and Gen. Merritt will make on the subject. Their reports are expected before the Commission meets.

The final determination as to the government of Puerto Rico and the settlement of the government of Cuba are problems for settlement, but the impression prevails that these islands will become quite rapidly Americanized, and every encouragement for them to do so will be given. Puerto Rico will be under military control for the present. Cuba, also, will be similarly governed, but it is probable that American reforms in the matter of government will be such that the people of Cuba will see the advantage of becoming annexed to the United States.

It is thought the sanitary improvement of Havana and other cities, the management of the municipalities and liberality offered the country people, will be of such character as soon to convince the people that the changed conditions are for their good.

There has been little doubt about our soon settling the transfer of Puerto Rico, and the reception which the American troops have received in that island is a justification for the belief that Puerto Rico will be treated at once as an American possession. The first movement in this direction will be the sending of a delegation of officials from the Post Office Department to investigate and report upon the mail facilities there now, and to make such recommendations as they determine upon. Mail routes, methods of transportation, and the conditions of Post Offices generally in the island will be examined.

Military Post Offices will be established at once wherever troops are stationed, and at such other points as may be demanded by the interest of Americans and the people of the islands, if the present offices are not available. A similar course will be taken in Cuba, but this is likely to be delayed, as the immediate removal of the Spanish and the occupation by the United States is not expected.

No more troops will be sent to Gen. Merritt unless he asks for them. It is believed at the War Department that the 16,000 men now there are sufficient to garrison Manila and the ground which the United States for the present will occupy.

All of the troops that were with Gen. Shafter in the Santiago campaign will be out of Cuba by Friday of this week. Gen. Shafter will accompany them to Montauk Point. There will remain at Santiago five regiments of immunes to do garrison duty. It is yet possible that a battery will be sent to Santiago to take the place of the batteries which are to be removed. Gen. Miles has about 15,000 men in Puerto Rico. They will be sufficient for the occupation of the island, and perhaps more than are needed after the Spanish evacuate. The remainder of the troops will remain in the various camps to which they have been assigned, for the present, though something may be done looking toward diminishing the number when it becomes apparent that they are no longer needed.

REVENUE AGENT IN CUBA.

North American Trust Company Establishes an Agency at Santiago.

SANTIAGO, Aug. 14.—Mr. Jarvis, Vice President and Cuban Manager of the North American Trust Company, who has been here for the last ten days establishing a Santiago office, will go to Havana, where he will establish headquarters for the whole island.

The North American Trust Company acts as the fiscal agent of the United States in Cuba, all revenues, duties, and taxes passing through their hands.

ROBBED SEVERAL CHURCHES.

Thief in Hoboken Caught with His Plunder Upon Him.

The burglar, who, during the past month has robbed a number of churches in Hoboken, is under arrest. Detective Quinn of Police Headquarters was on Willow Avenue, near Fourth Street, at 3 o'clock yesterday morning when three men called his attention to a man, who, they said, had just left the Church of Our Lady of Grace. Detective Quinn placed the man under arrest. At Police Headquarters the prisoner said he was John Brantigan, and that he lived at North Bergen. When asked what he was doing in the church he said that he had robbed it, and that he had previously entered the Holy Innocence Church, at Sixth Street and Willow Avenue, and Trinity Church, at Seventh and Washington Streets. Robbing churches, he said, was about the easiest work he could find in his line of business.

Upon him were found a jimmy, a cold chisel, four skeleton keys, several lock picks, two gold rings, 77 cents in pennies, evidently taken from church poor boxes; twelve metal figures, which he admitted came from the Holy Innocence Church, and an altar spoon, stolen from Trinity Church. His house was searched, and a quantity of other booty was found.

Recorder Stanton committed him for trial.

Family of Four Hurt by Trolley Car.

An entire family, consisting of four persons, was run down last night by a trolley car at Ocean and Arlington Avenues, Jersey City. They were Bernard Berryman of 10 East Twenty-first Street, Bayonne; Dora, his wife; Morris, their son, nine years old, and a daughter, Julia, five years old. They had been to visit friends in Jersey City, and were driving home through Grand Street in a two-seated wagon. At Arlington Avenue the wagon was upset by a Bayonne line car. All were cut and bruised, but none was fatally injured. They were taken to the City Hospital. The motorman was arrested.

More Mines Exploded.

Several of the mines below the Narrows were exploded by the engineer yesterday. They were small ones, and they did not make as much noise or commotion as have others exploded in the same locality. [illegible]

IN FOREIGN LANDS.

THE IDENTITY OF THE "DAME VOILEE" IN THE DREYFUS CASE.—Aug. 5, the very day that the Cour de Cassation dismissed the appeal of M. Zola against the decision of the Versailles Assize Court, another event took place in Paris of equal interest to those who have followed the vagaries of the Dreyfus case; it was the publication of a statement made by M. Christian Esterhazy, cousin of Commandant Esterhazy. In this statement M. Esterhazy reveals himself as the intermediary between Commandant Esterhazy and Col. du Paty de Clam. He says: "In my conversation with Col. du Paty de Clam I clearly remember that he assured me that Gen. Billot and M. Meline were at first favorable to the cause of Capt. Dreyfus, but that they had delivered themselves and resolved to oppose the revision of the first court-martial. The most dangerous adversary was Lieut. Col. Picquart, and it was necessary to unmask him. Great skill, however, was essential, and that accounts for the snare of the now well-known telegrams." Further on M. Esterhazy says: "It was I who wrote the letters of the 'veiled lady,' to which certain officers of the general staff gave or pretended to give, implicit credence. It was I who fabricated the two letters making appointments near the church at Montmartre, and close to the Alexander III. Bridge. They promised a precious document, armed with which Commandant Esterhazy could hurl defiance at his foes. These missives were intended for Gen. de Pellieux, to whom Esterhazy showed them. The General urged him to keep the rendezvous. My cousin evaded his embarrassment by alleging that it would be useless, as, his footsteps being dogged by the agents of M. Mathieu Dreyfus, the 'veiled lady' would not show herself." According to M. Esterhazy, the conspiracy was concocted at the house of Mme. Pays, in the Rue de Donat. The woman and Commandant Esterhazy are now in jail awaiting trial.

A NEW FRENCH SUBMARINE BOAT.—A new submarine boat has just been begun at the French Government dockyards at Cherbourg. The vessel, which will be christened the Narval, will measure over 100 feet from stem to stern, and twelve feet across her bows. The Narval is to be built to sail under water at will, and will be armed with four torpedo tubes placed astern. The craft, which will measure 106 tons displacement, is expected to sail from 8 to 12 knots. She will not, however, exceed 8 knots under water. She will be manned by a crew of eleven officers and men, and will be propelled by electricity as well as by steam.

DISASTER FALLS UPON TWO MORE FRENCH EXPEDITIONS IN AFRICA.—While the particulars of the defeat of Prince Henri d'Orléans in Northwestern Africa are yet unobtainable, authentic advices have reached Paris of the disaster that has befallen two other French exploration parties. It seems that the plan of the Prince included the making a conjunction with Major Marchand's party, which was supposed to have reached Fachoda, on the White Nile. It now turns out that Marchand is actually at Fachoda, but that his position is as serious as ever Gordon's was at Khartoum. His men are starving and the place is surrounded by hostiles. Almost the same day that the above news reached Paris, Le Figaro announced that a telegram had been received at the Ministry of the Colonies from Porto Novo with the news that Capt. Cassemajon, who went out on a mission to the Upper Niger, had been murdered, together with his interpreter, M. Olive, at Zuider, half way between the Niger and Lake Chad. Six Senegalese soldiers belonging to the escort were also killed. This was the party that Prince Henri d'Orléans and his party hoped to meet somewhere along the thirteenth parallel in Central Africa, thus having formed a sphere of French influence extending from Dahomey eastward across the continent to Abyssinia.

RUSSIAN ACTIVITY IN THE MANCHURIA.—Dr. Donaldson Smith of Philadelphia recently arrived in London, having finished his journey of exploration through Mongolia and Manchuria. Dr. Smith says that the Russians are making extraordinary efforts to colonize Manchuria. Expeditions, political and commercial, are constantly passing between Siberia and Pekin, both by way of the Gobi Desert and also by way of Kirin. At Kirin there is already a considerable Russian permanent population. On the great Manchurian rivers Nonni and Sungari, both tributaries of the Amur, Dr. Smith saw a fleet of five light-draught Russian steamers and a large number of steel barges, employed in the transport of troops and also in trading with the Chinese. Twenty other steamers of similar build were also under construction. Prospecting was busily going on in Manchuria, and valuable gold deposits had been discovered. While at Tsitschar, in Manchuria, Dr. Smith met a very large party of Russian railway surveyors. They expressed themselves to Dr. Smith as much disappointed at the nature of the country through which the proposed line to Port Arthur was to pass. So great, in fact, are the difficulties of railway construction through Manchuria that the Russians have been discussing the alternative of reaching Port Arthur and Pekin by making a line through the Gobi Desert, connecting with the trunk railway at Lake Baikal. The rate of Russian railway progress is extremely slow, Dr. Smith said, and the line to Port Arthur cannot certainly be finished under ten years.

JAPAN'S COMMERCE AUGMENTING.—Since the Chino-Japanese war the commerce of Japan has shown a remarkable increase as compared with other periods in the history of the island. Her imports last year were valued at $44,940,000, an increase of about $5,000,000 over that of 1896; the exports reached $46,059,100, which is an increase of $12,500,000. The share of the United States in the aggregate is set down at $25,050,000, while Great Britain's was a little over $30,000,000, of which two-thirds was with England. Japan's trade with Australia is also improving rapidly, last year's total representing an increase of 33 per cent. on the figures of 1896. There is also noted a tendency of imports to increase and of exports to decrease.

WHY THE CRISTOBAL COLON HAD NO BIG GUNS.—La Tribuna di Roma, while expressing pride that the nearest approach to a successful fight (flight?) made by any Spanish ship in the war should have been made by a ship of Italian construction, has explained how it was that the Cristobal Colon had no big guns. According to Signor d'Adda, an Italian naval expert, the Spanish authorities refused to accept the two 254-millimeter (about ten-inch) guns built at the Armstrong works at Pozzuoli, alleging defects in the sighting. These, it appears, were to have been replaced by Hontoria guns of 24 centimeters; but, with characteristic ineptitude, the Spanish omitted to mount these, and the Cristobal Colon was sent to fight vessels like the Iowa and the Indiana with comparatively ineffective guns of 12 and 13 centimeters.

POPE'S CONDITION ALARMING.

Question of the Accession to the Papacy Now Agitating Rome—Leo's Relatives Arrive.

ROME, Aug. 14.—The Pope's extreme weakness has produced a great commotion, excitement, and intrigues among the members of the Sacred College. It is reported that France, Germany, and Austria, as being chiefly concerned in the accession to the Papacy, have ordered their representatives not to leave Rome. Dr. Laponni, the Pope's physician, thinks there is no danger if the Pope is able to pull through the hot weather. All the members of the family of the Pope have hurried to Rome.

His Holiness on Friday insisted upon getting up, but soon had to be carried to bed again in a state of partial collapse. He does not suffer from any specific affection, but only from debility.

AN AMERICAN BARK SUNK.

Eleven of the Crew and Passengers Are Reported as Drowned.

LONDON, Aug. 14.—Advices from Melbourne report that the American bark C. C. Funk, Capt. Nissen, which sailed from Tacoma May 22 for Melbourne, has been wrecked on Flinder's Island, Tasmania.

Eleven of those on board the bark, including Capt. Nissen, his wife and two children, were drowned.

Violent Earthquake at Messina.

MESSINA, Aug. 14.—A violent shock of earthquake was felt here this morning, throwing the inhabitants into a great panic.

Passengers on the Victoria.

Among the passengers who arrived on the steamer Victoria, of the Atlantic Transport Line, yesterday, were Maurice Barrymore, William Faversham, Augustus Thomas, Mr. and Mrs. Henry George, [illegible]

SOCIETY AT NEWPORT.

Arrangements Perfected for the Coming Golf Tournament—Bathing Again Possible.

NEWPORT, R. I., Aug. 14.—Miss Keadin of San Francisco is the guest of Miss Carey.

Gordon McKay is entertaining Mrs. Mellin, Miss Mellin, Miss Pierce, Mrs. Carl Jungen, and Miss Cady of New York.

Major A. A. Barker, First Rhode Island Volunteers, passed Saturday here with his family.

Mrs. John Clinton Gray, Mrs. H. H. Hunnewell, Jr., Mrs. William R. Travers, Mrs. J. J. Wysong, and Mrs. G. Von L. Meyer entertained at the Casino this evening.

The golf tournament here is open to all members of recognized golf clubs, honorary members, and such other players as the committee may decide upon.

A Dutch treat was held in the form of a dinner at a caterer's this evening, the guests being Robert L. Gerry, William G. Stackpole, Second, William Spencer, I. Townsend Burden, Jr., Alfred Vanderbilt, Potter Palmer, Jr., James M. Waterbury, Jr., and Van Rensselaer King.

The futures for the golf tournament, to be held on the links of the Newport Golf Club, have been arranged for by the Greens Committee, and are as follows: Tuesday, Aug. 30 first round for the cup offered by the President, Buchanan Winthrop; Wednesday, Aug. 31, those who qualified on Aug. 30 to play; first and second rounds also play for the Consolation Cup, for those who did not qualify for the President's Cup; Thursday, Sept. 1, third round for the President's Cup; first and second rounds for Consolation Cup; Friday, Sept. 2, handicap tournament; Saturday, Sept. 3, final play for the President's and Consolation Cups.

Haleet, the Persian, delivered a short talk on personal magnetism at the residence of Mrs. John Clinton Gray this afternoon.

Bathing at Spouting Rock Beach was renewed with vigor to-day by the cottagers. It had been almost impossible for the past three days on account of the heavy rains.

Robert McCormick of Chicago, who was to have taken a Pinard cottage for the remainder of the season, has been suddenly called to Europe.

Mr. and Mrs. George B. De Forest have taken Pinard Cottage No. 1.

The concert at the Casino this evening was the most largely attended of those yet given on Sunday nights this season. The illumination was brilliant, and the many diners at the grill room presented a pretty picture.

William A. Hazard is registered at the Casino.

A. De Navarro and Egerton L. Winthrop each entertained at dinner this evening.

D. W. Way of London has arrived at the Ocean House.

Mrs. Calvin S. Brice entertained at luncheon this afternoon.

N. D. Clapp entertained this evening.

Miss McAllister, daughter of the late Ward McAllister, is passing the season here.

Mr. and Mrs. Moses Taylor of New York are visiting relatives here.

A very large audience attended the parlor recital at Leland's Ocean House this evening, in which Mlle. Kellogg Malka, the mezo-contralto soloist; Charles E. Shober, reader; Mrs. Mary Pierce Harding, in classic pantomime; Miss Dorothy Coates, and Henry Rees, the cornetist, took part.

Miss Sloane, daughter of Mr. and Mrs. Henry T. Sloane, continues to improve from the effects of an operation for appendicitis.

BURNED THE CUBAN FLAG.

Bluejackets and Jersey Volunteers Join in a Raid at South Beach—The Dance Halls Suffered.

Forty soldiers, members of the Third Regiment of New Jersey, stationed at Fort Wadsworth, led by two bluejackets, one from the Texas and the other from the torpedo boat Winslow, visited South Beach at a late hour on Saturday night, and raided all the Cuban flags, which had been displayed at the various dancing halls as decorations.

The two bluejackets had met the New Jersey volunteers and some of the regular artillerymen stationed at the fort in a concert hall, which was decorated with the emblem of Cuba Libre. The bluejackets, who had only recently returned from the battle grounds off Cuba, denounced the Cubans, who they said had robbed our dead heroes on the field and stolen the possessions of our wounded, and denounced the display of the flags as unpatriotic, shameful, and a disgrace to the memory of our dead heroes.

The volunteers then decided that the flag of Cuba should no longer be mingled with the Stars and Stripes, at least at South Beach. They marched along the board walk in double file to the big merry-go-round wheel, which had been profusely decorated alternately with the American and Cuban flags. The soldiers swooped down upon the wheel and, climbing into the framework, pulled down every Cuban flag in sight, while the proprietor, George Vischer, looked on in amazement, but offered no resistance. The men then proceeded along the board walk until they reached a small hotel where a Cuban flag was floating from the upper part of the building. As there were no halyards on the pole, the soldiers formed a human ladder and succeeded in pulling down the flag and pole.

They next went to the Olympic Concert Hall, which was also decorated with over fifty Cuban flags. A committee of three of the raiders waited upon Proprietor Hegenham and requested that he remove the flags of Cuba forthwith, or they would remove them. Hegenham informed the soldiers that if the flags were in the way he had no objection to their removal. The committeemen reported to their comrades, and in a few minutes the hall was in confusion. The dancers on the floor became alarmed at the sight of the soldiers and fled from the hall, while the soldiers climbed up on the rafters under the ceiling and pulled down the flags. Others who witnessed what the soldiers were doing, cheered while the flags were being torn down.

After the flags had all been gathered together they were taken on the beach and burned while the soldiers and spectators cheered as the flames fed upon the bunting. Yesterday the Cuban flags were replaced by the Stars and Stripes.

WAR PLAYS IN CHICAGO.

Patriotic Crowds Roused to Enthusiasm in Various Theatres.

CHICAGO, Aug. 14.—Chicago theatregoers got war enough to-night. At the Lincoln Theatre Carter's play, "The Commodore," was given to a house full of howling and enthusiastic patriots. At the Alhambra a Cuban play, "For Liberty and Love," attracted many. At Havlin's "The White Squadron" evoked cheers, while at Hopkins's "The Heroes of '98" made a hit. Among the characters in the last-named play are Sigsbee, Lee, and Blanco, and the first act ends with the destruction of the Maine. The charge at El Caney and the surrender of Santiago are included in the play.

Benson—Titus.

Thomas Perkins Benson, who was formerly Adjutant's Clerk at Fort Hamilton, and who has been stationed at nearly every fort in the United States during his twenty-three years' service in the army, on Saturday evening married Mrs. Francis Titus of Whitestone, L. I. The ceremony was performed in the rectory of the Lutheran Church of Whitestone by the Rev. George Thomas. Ellen Aykan was maid of honor, and Private John Prentiss of Battery H, Fifth United States Artillery, was best man. The bride was the widow of Edward Titus, who was for many years a well-known citizen of Whitestone. The bridegroom was at one time post schoolmaster at Fort Hamilton. After a short bridal trip Mr. and Mrs. Benson will live in Whitestone.

Policeman Accidentally Shot.

Special Policeman George Price of 228 Forty-fourth Street, Brooklyn, was shot in the abdomen at 11:30 o'clock last night with his own revolver, which was in the hands of Hugh Curran, a soldier of Battery A, United States Artillery. Price is connected with a concert hall on the corner of Fourth Avenue and One Hundredth Street, Brooklyn, and the two men were there last night, when Curran took Price's revolver to examine it. The weapon was accidentally discharged. Price was removed to the Norwegian Hospital in a [illegible] condition, and Curran was locked [illegible]

ROOSEVELT TO BE AN IDOL

So Charles T. Yerkes Tells Chicageans After a Visit to New York.

PREACHER SCORES COLONEL

Lynn (Mass.) Congregation Informed that the Commander of the Rough Riders Is a Dangerous Man.

CHICAGO, Aug. 14.—C. T. Yerkes returned from New York to-day, and speaking of Roosevelt, he said:

"That man will be a political idol, sure. His tilt with Alger seems to have only increased his popularity. If the Secretary of War intended to blast his hopes by printing those letters he threw a boomerang.

"In the first place Gen. Alger is blamed for inciting an attack on the commander of the Rough Riders, and again for violating the privacy of the mails. Those gallant cavalrymen will be kissed to their hearts' content before they tire of New York. I believe if the colored troops who won the names of heroes on the heights of San Juan and El Caney had been allowed to come to New York they would have found many of the Eastern belles at their feet.

"The East seems to be prepared for peace. It is the natural sequence of the victorious campaign on land and sea. The preliminaries for a cessation were forecasted after Schley annihilated Cervera's fleet. I have heard many folks speak of immigrating to the new country acquired, but the movement of capital I believe has been greatly exaggerated. No, I will not attempt the control the trolley lines in Havana, nor elsewhere. Chicago keeps me about occupied."

HARD NAMES FOR ROOSEVELT.

Minister Thinks the Election of the Colonel as Governor Would Be a Dire Calamity.

LYNN, Mass., Aug. 14.—The Rev. Herbert N. Casson, in preaching his farewell sermon to the Labor Church to-day, took occasion to pay his respects to Col. Roosevelt, whom he branded as a dangerous man, and his candidacy for Governor of New York, saying in part:

"Roosevelt is the Don Quixote of this war and Shafter the Sancho Panza. Among the bad results of the war is the rise of Roosevelt as a warrior. If he is the man who said he would meet the Bryan leaders on the field of battle, he is an enemy of the people—a dangerous man made dangerous by his great ability.

"He has no sympathy for the poor; he has but hatred for them. He forever fights Croker and Tammany in New York, but bad as it is, Tammany is a better friend to the poor than twenty brigades of Roosevelts would be. A spectacular chap, Roosevelt appeals to the masses by grand-stand plays about good government.

"Tammany appeals to the masses by providing rent and food. Tammany may be corrupt, but better a corrupt crowd that feeds the toiler food than a bigot who with high-sounding phrases tries to deprive them of an opportunity of enjoying their one day of rest and destroys their homes by driving into the residential districts the painted lilies of the streets.

"Because of the war and the thunder this fellow made at El Caney, it is now proposed to make this walking dentist's sign Governor of New York. If this comes true God help New York. Roosevelt is a bloodless tyrant. He may be called a good man, but he is not what I'd term a Christian.

"The real red blood of true charity, which is true Christianity, does not flow in his veins. Perhaps too much should not be expected. Reformers are a strange species, unlike anything else created by the Almighty on an off day. For the sake of New York and its workers I hope he will not be selected election day."

AFFAIRS IN THE KLONDIKE.

Ten Stern-Wheel Steamers Travel 4,000 Miles at Sea—Logging Carried on at a Profit.

TACOMA, Aug. 14.—Many Klondikers are making small fortunes by cutting logs on the Stewart and White Rivers and floating them to Dawson, where small logs bring $8 each. Some loggers will clear from $5,000 to $8,000. Dawson sawmills charge $200 per thousand for lumber, and cannot supply the demand.

The Yukon steamer Mabel Lane, built at Dutch Harbor by Chicago people, was lost while being towed to St. Michael by the steamer South Portland. The crew was saved.

Indians reaching St. Michael July 26, reported the sinking of an unknown stern wheeler, while trying to enter the Yukon from Norton Sound. Her crew probably was lost.

Moran Brothers' fleet of ten stern-wheel river steamers reached St. Michael safely after a 4,000-mile ocean voyage from Puget Sound. It is the most remarkable feat of the kind ever attempted. Moran started with twelve steamers. One was lost and one was left for repairs in False Pass.

GOLD IN BRITISH COLUMBIA.

People Leave Klondike Towns for Bennett—From $1,000 to $1,500 Taken Out in a Week.

VICTORIA, B. C., Aug. 14.—News has reached here of a placer find on Pike Creek, in Northern British Columbia, which, from the reports received, must be as rich as Eldorado Creek in the Klondike.

The discoverers took out from $1,000 to $1,500 in a week, and took their sacks to Skaguay to speak for themselves.

Everybody who can leave is going to Bennett just as fast as possible. Five hundred men left Skaguay and as many from Dyea.

EXCURSIONISTS IN A FIGHT.

Newark Men and a Brooklyn Party Disagree at Sylvan Beach.

The members of the Gus A. Helfrecht Association of Newark went to Sylvan Beach yesterday on a clambake. They had about 150 in the party, all men. They returned last evening, badly used up, but no one seriously hurt, as a result of a fight they had with members of the Greenwood Athletic Association of Brooklyn.

The fight occurred just as the Brooklyn party was about to start back, and were mostly on board their boat, and preparing to get off. During the afternoon the Newark men and the Brooklyn party were good friends, and mingled pretty freely. In this way some of the Newark men struck up acquaintance with some of the Brooklyn girls.

When the Brooklyn party was getting ready to start, the Newark men who had made friends with the girls went down to the dock to see them off. There had been an inclination on the part of some of the Brooklyn men to resent having their girls taken away from them, and when the excursion was almost ready to start two of the Newark men and several of the Brooklyn men quarreled, and a fight followed. The two men from Newark were getting the worst of it, when their friends rushed to their aid and the fight became general.

Soda water bottles and other missiles were used and a large number of bad bumps and some cut heads resulted. Each one seen, however, denied he had any part in the fight, and even some of those injured, when seen, said they were only spectators. The Brooklyn boat sailed away while the fight continued, and the exchange of missiles was kept up as long as the boat was in range.

COLORADO COAL STRIKE ENDED.

Miners Agree to Accept the Companies' Offer of 25 Cents a Ton.

DENVER, Col., Aug. 14.—The Northern Colorado coal miners' strike, in which about 1,200 miners were engaged, is at an end, the miners having accepted the Northern [illegible]

D. C. CORBIN SUED BY A WOMAN.

Plaintiff Wants the Millionaire to Pay $25,000 for Not Fulfilling Promises of Marriage.

TACOMA, Wash., Aug. 14.—D. C. Corbin, until recently President of the Spokane and Northern Railroad, and a millionaire since the sale of his road to the Great Northern, was yesterday made defendant in a sensational suit. Miss Jessie Laib, daughter of Matt Laib, a pioneer citizen of Spokane, is the plaintiff. She alleges that in 1892 Corbin made promises of marriage. He took her to New York City in his private car, where he kept her some time, renewing his promises of marriage. Afterward he returned to Spokane with her, where she has since resided. She alleges she did not know that he had a wife living until recently, when he told her.

Mr. Corbin's wife is not with him, being an invalid in an Eastern hospital. For the injury alleged to have been done her Miss Laib demands the sum of $25,000. Miss Laib was divorced from John Brace, now of Seattle, in 1891. She is a handsome brunette, and has always stood high in society. Corbin is a brother of the late Austin Corbin of New York, and his daughter married an English Earl. For years he has been prominent in the railway and financial circles of the Northwest.

REPUBLICANS TO MEET.

State Committee Called for Saturday to Fix the State Convention Date.

Following a conference held yesterday at the Manhattan Beach Hotel, at which Senator Platt and other Republican leaders were present, Chairman B. B. Odell, Jr., of the Republican State Committee, sent out the following call:

"The Republican State Committee is hereby called to meet at the Fifth Avenue Hotel, New York City, on Saturday, Aug. 20, at 12 o'clock noon, for the purpose of issuing a call for a State Convention and for the transaction of such other business as may properly come before the committee."

It has been pretty well settled that the Republican State Convention is to be held in Saratoga on Sept. 27, the Convention Hall having been engaged for that date.

CHICAGO GAS LIGHT DEAL.

The People's Company's Representative Confers with Mr. Benedict.

CHICAGO, Aug. 14.—James F. Meagher, attorney for the People's Gas Light and Coke Company, returned to-day from New York City, where he had been, in company with C. K. G. Billings, President of the company. He refused to discuss the statement that E. C. Benedict, the New York capitalist, has a surprise in store for the People's Company, further than to declare that he did not believe Mr. Benedict had offered $4,000,000 for the Ogden gas property, to use it as a club to break up other deals.

He admitted that he would return to New York soon to see Mr. Benedict, though he would not state for what purpose. "Mr. Billings and I had several conferences with representatives of Mr. Benedict," he said, "though he himself was away on his yacht all the time we were there. I shall go again next Saturday, probably, to meet him when he returns from his cruise. I really must refuse to answer any questions about any reported trouble between Mr. Benedict and the company I represent."

AN AGED MAN'S LONG WALK.

He Falls Exhausted on His Way from Newburg to Camp Black.

Timothy Lynch, fifty-two years old, of Newburg, N. Y., was found lying unconscious yesterday at Bushwick Avenue and Grand Street, Williamsburg. He was taken to St. Catharine's Hospital, where it was found that he was suffering from a severe ulcer on the right leg, as well as from exposure and exhaustion.

When able to talk he said that he was a stone mason, but had not been able to work for a long time on account of his affliction. He had no living relative except a son. The two lived together in Newburg until the beginning of the war, when the son went to Camp Black and enlisted. His regiment, the number of which the father does not know, was soon afterward ordered to the front, and the son has not been heard from since.

The working member of the little family having been removed, the father's savings dwindled away until he suffered from hunger. He heard a few days ago that the soldiers at the front were all coming home. Thinking they would all return to Camp Black, he started to walk there from Newburg to welcome his boy. His strength failed when his fruitless journey was almost ended.

PREMIER WINTER HOME AGAIN.

He Will Go to Ottawa in Regard to Newfoundland Affairs.

ST. JOHN'S, N. F., Aug. 14.—Sir James Winter, Premier of Newfoundland, returned from England to-day to consult with the Cabinet before starting for Quebec, for which place he will leave on Thursday night.

He states that his mission to London was eminently successful. The colony obtains a royal commission to investigate the French shore question, which commission will leave England next month, and also the establishment of a naval reserve, as well as many minor concessions.

The Premier denies the statement sent in a cable dispatch to the effect that Joseph Chamberlain, British Secretary of State for the Colonies, in an interview with him advised the colony to enter the Canadian Federation.

A RARE BOOK PROCURED.

A Chicago Library Gets One of Three Extant Copies.

CHICAGO, Aug. 14.—The John Crerar Library has just received a valuable work, for which it paid $900. It is the rare book by Alexander Von Humboldt, giving an account of his voyage to the equatorial regions of America. Only two other copies are accessible in the country. One is in the Boston Public Library, and the other is in the Congressional Library at Washington. The work was ordered four months ago from Leipsic.

The book is the most expensive posssessed by the library, with the exception of Audubon's "Treatise on Birds," which cost $1,200. Von Humboldt's work consists of twenty-nine volumes, of which nineteen are large folios and ten are quartos. They are printed on heavy hand-made paper of fine texture. The exquisite printing is brought into relief by five-inch margins, which are the delight of the bibliophile.

SHE RODE INTO A LOCOMOTIVE.

Frightened Woman Bicyclist Has a Marvelous Escape from Death.

CHICAGO, Ill., Aug. 14.—Mrs. L. E. Blunt of Wilmette narrowly escaped death yesterday while crossing the Northwestern tracks on her bicycle in front of a mail train. She was riding parallel with the tracks on Ridge Avenue, on her way south, and had turned to cross the tracks, when she noticed the train only a few rods from the crossing, running at full speed.

In her excitement Mrs. Blunt turned her wheel down the track toward the engine. The pilot caught the front wheel of the bicycle, rolling it up to the number plate on the boiler, and then threw the wheel and rider aside. Mrs. Blunt escaped with a few scratches, and the bicycle was unbroken. She rode it home.

TULARE LAKE DRIES UP.

SAN FRANCISCO, Aug. 14.—Tulare Lake has passed out of existence. Where once there was a body of water in Central Southern California over a thousand square miles in area, now there is only a barren desert of mud. The lands can be reclaimed and used for farming. Already surveyors are out with their instruments running lines across the mud. They say the land will grow any kind of crop with very little irrigation.

Accidentally Killed by a Boy.

ATLANTIC CITY, N. J., Aug. 14.—Daniel Butler of Chester, Penn., sixty years old, who was visiting here, was accidentally shot last night while passing a shooting gallery, by Edward McCullough, sixteen years old, who was shooting there. Butler died before reaching the hospital. [illegible]

CHANGES AT ST. STEPHEN'S.

Warden Fairbairn Retired After 36 Years and the Faculty Turned Out.

POUGHKEEPSIE, N. Y., Aug. 14.—The Rev. Robert B. Fairbairn, LL.D., D. D., Warden of St. Stephen's College, at Annandale, for the past thirty-six years, has been retired by the Board of Trustees of the college, of which Spencer Trask, the Wall Street broker, is Treasurer, and the dominating member.

Who will succeed him as Warden is not yet known. The venerable Warden, who is past eighty-three years of age, is retired with the title of Warden Emeritus, and it is understood an annuity will be paid to him as an acknowledgment of his zealous and faithful labors in behalf of the college, which he has made his life work.

In connection with his retirement, it is stated there will be an entire reorganization of the college Faculty, the preliminary step of which has already been taken. Every tutor and professor having received a letter signed "Spencer Trask, Treasurer," stating that his services would be no longer required after the end of the present quarter, that is, Sept. 1, and explaining as the reason that the administration of the college is to be conducted on a more economical basis, as it financially had been running behind for some years.

The professors and tutors affected by this radical change are George B. Hopson, D. D., Professor of Latin; W. W. Olssen, D. D., Greek; Charles Howard Malcom, D. D., English Literature; the Rev. W. G. W. Anthony, Languages, and the Rev. A. J. Nock, Tutor.

POSSE KILLS FIVE NEGROES.

Sheriff Raids a Gambling Den in Georgia and Two or Three Hundred Shots Are Fired.

MOULTRIE, Ga., Aug. 14.—Sheriff Fisher and posse of thirteen men made a raid on a crowd of negro gamblers at Bayborough, thirteen miles east of Moultrie, last night. There were 75 or 100 negroes in the house, and as Sheriff Fisher walked in some of the negroes began shooting, one ball hitting the Sheriff in the hand, inflicting a painful wound. Two others of the posse were hit. The posse returned a vigorous fire, and as a result five negroes were killed outright, three others mortally wounded, and three more painfully, but not fatally, hurt. The negroes made a determined resistance, and 200 or 300 shots were fired.

CHOCTAWS DETERMINE TO VOTE.

Proclamation Disfranchising Freedmen Likely to Cause Trouble.

SOUTH McALLISTER, I. T., Aug. 14.—Serious trouble is imminent in the Choctaw Nation over a proclamation issued by Gov. McCurtin disfranchising several hundred freedmen at the coming election on Aug. 24. On that date the question of the ratification or rejection of the agreement made and entered into at Atkona, April 23, 1897, by the Commissioners on the part of the Choctaws and Chickasaw and the United States, is to be decided.

"The real question to be decided," the proclamation says, "is what is to be done with the annuities, money, and public domain of the two nations?"

The freedmen have voted at every election, and it is said, aided by members of the Union Party, they will force the Judges to accept their votes. Their feeling is intense, and it is believed that a detachment of soldiers will be required to prevent an uprising.

ARMOUR SHORT OF PROVISIONS.

He Is Said to be Behind with Several Chicago Concerns.

CHICAGO, Aug. 14.—It is said here that Armour is short a very large amount of hog products in the Chicago market. He is short not only to the large concerns, but to nearly all the smaller ones.

At one time yesterday the provision pit resembled a cock pit. The traders retired to the outside of the pit and threw pennies to the messengers. On one of the steps of the pit was written in chalk: "To rent. Apply to Armour."

KILLED HIMSELF IN HIS COFFIN.

Strange Suicide of an Indiana Man on His Seventy-third Birthday.

KOKOMO, Ind., Aug. 14.—Joel English, an eccentric character of this city, ended his life to-day, being found dead in a coffin that he had kept in the house for fifteen years. This was his seventy-third birthday. He swallowed poison in the presence of his wife, and had threatened to kill her and all who interfered with his plans, keeping a gun beside the coffin to shoot the doctor if one came.

To Investigate a Loan Concern.

PLAINFIELD, N. J., Aug. 14.—The shareholders in the New Jersey Central Building and Loan Association of Newark at a meeting last night, in response to a request from the branch in Bloomfield, named a committee to co-operate with a like committee from that town to investigate the affairs of the association at headquarters. Ex-Assemblyman Coddington and A. B. Thorn were named as the committee. The Plainfield and Bloomfield shareholders claim that they are unable to secure satisfying assurances from the officers of the association in Newark.

DEATH LIST OF A DAY.

John Miller.

John Miller died of cancer of the stomach at his son's residence, 169 West Seventy-third Street, on Saturday. He was descended from an old New York family and was born in 1814. Most of his business life was spent in fire insurance. He was for thirty years the Secretary of the New York Equitable Fire Insurance Company, for ten years its President, and when it went into liquidation, in 1891, he was the receiver. After the company wound up its affairs Mr. Miller retired from active business, but retained his office up to the time of his last illness. He had occupied the same office for nearly fifty years. He was a member of Dr. Parkhurst's church, having been connected with it since its foundation. Mr. Miller was a widower. Two sons and a daughter, all married, survive him. The funeral services will be held this morning at 10:30 from the house, and the burial will be at Greenwood.

David B. Hamilton.

Capt. David B. Hamilton, one of the most prominent citizens of Waterbury, Conn., died there yesterday after a brief illness, aged seventy-four. The deceased was President and Treasurer of the Roger & Brothers Company, manufacturers of silverware; President of the First National Bank, as well as a Director in several other financial and business concerns. He was a veteran of the civil war, a member of the Grand Army of the Republic, of the Army and Navy Club of Connecticut, of the New York Commandery of the Loyal Legion, and likewise prominent in fraternal orders. He is survived by his widow and four children.

Obituary Notes.

Capt. JOSEPH ROSE died yesterday at his home, Elizabeth, N. J. He was sixty-three years old. For eighteen years he had been Captain on the steam lighter Howard. He leaves a wife and family.

Col. JOHN ATKINSON, a prominent Irish-American of Detroit, died suddenly of neuralgia of the heart yesterday. Col. Atkinson was one of Gov. Pingree's most prominent political supporters in the last election.

Capt. WILLIAM HORATIO BURRELL, formerly a ferrymaster for the Hoboken Ferry Company and for twenty-five years an employe of the Stevens family, died Saturday at his home, in Hoboken. Capt. Burrell was born at Bishop Shortford, England, sixty-nine years ago. He entered the English Navy at an early age, but came to this country fifty-two years ago and secured employment through Commodore Stevens. He was a well-known yachtsman and had sailed for James Gordon Bennett and W. Butler Duncan of the New York Yacht Club. He leaves a wife. The funeral will be held to-day from the Holy Innocents' Church. Capt. Burrell was a Mason.

CASTORIA.
Bears the Signature of [signature] The Kind You Have Always Bought

CALIFORNIA TOWN BURNED.

Several Factories and Packing Houses Destroyed—Southern Pacific Railway's Losses Are Heavy.

FRESNO, Cal., Aug. 14.—Fire swept the Southern Pacific Railroad reservation from Mariposa Street to Mono Street, a distance of three blocks, last night, and in a little more than an hour $500,000 worth of property went up in smoke.

The fire started in the immense establishment of the Forsythe Seeded Raisin Company, between Mariposa and Tulare Streets. It was the first seeded raisin establishment to be erected in the State. The fire spread from the Forsythe packing house to the Phoenix Packing Company, on the south side of Tulare Street, and the National Ice Company's building. The Farmers' Warehouse, full of grain; the Einstein Grain Warehouse, and the Hobbs & Parsons Raisin Packing House were burned. The railroad company lost about twenty freight cars, some loaded and some empty. Considerable damage was done to the roadbed and the section house was burned.

Night Watchman Harper slept in the tower of the Forsythe Packing House, and it is not likely that any trace of him will ever be found. The fire spread so rapidly that he could not have escaped. Three Chinese were so severely injured that all are expected to die.

The fire occurring so late in the season makes it impossible to rebuild in time to handle this year's crop of raisins, hence a large market is closed to the growers, and about 500 persons who would have obtained employment will have to remain idle. Many believe that the fire at Forsythe's was of incendiary origin.

The loss of the Forsythe Company is $100,000; Phoenix Packing Company, (Pratt & Gartenlaub,) $75,000; Farmers' Warehouse, $25,000; Einstein, $25,000; National Ice Company, $15,000; Hobbs & Parson, $10,000. This includes merely buildings and plants. The loss on stock and the loss of the Southern Pacific make up the remainder of the $500,000.

HOBSON SAVES A CRIPPLE.

Snatched Him from the Track as a Trolley Car Was About to Run Over Him.

NEWARK, N. J., Aug. 14.—An incident connected with the visit of Lieut. Hobson, the hero of the Merrimac, to this city a few days ago, did not become known until to-day, although it was witnessed by several persons.

Patrick Halloran, a cripple on crutches, was one of those who followed the Lieutenant when he left the Pennsylvania Railroad Station at Market Street and started for an Orange car. Hobson, after getting into the street, saw he had made a mistake and turned about to take his car at another point. Halloran turned also, but found himself directly in front of a rapidly approaching trolley car.

He would have been run down had not the Lieutenant, warned by the outcries of the crowd, turned about and seen the danger. Hobson sprang upon the track and, lifting Halloran, jumped back with him, the car whizzing by as he did so. Having set the cripple on his feet Hobson ran after and jumped on the Orange car, which had just started.

Rockefeller Buys More Mines.

VANCOUVER, B. C., Aug. 14.—W. D. Rockefeller has purchased iron mines on Taxada Island, which have been lying idle for want of capital. The produce of the mines will be shipped to the Everett smelter, in which Mr. Rockefeller is largely interested.

DIED.

HOWARD.—Saturday, Aug. 13, at 57 West 51st St., Marion Saltonstall, only daughter of Clarence C. and Clara Campbell Howard, aged three years six months.
Funeral private.

LUGAR.—At Plainfield, N. J., on Saturday, Aug. 13, 1898, Harriet N., widow of Jeremiah G. Lugar, in her eighty-second year.
Funeral services at the residence of her daughter, Mrs. John H. French, 10 Willow Av., Plainfield, N. J., on Monday, Aug. 15, at 4 P. M.

MILLER.—On Saturday morning, Aug. 13, at the residence of his son, 169 West 73d St., this city, John Miller, in the eighty-fourth years of his age.
Funeral services from the above address on Monday morning at 10:30 o'clock. Kindly omit flowers.

PRINCE.—After a short illness, at Stamford, Conn., Saturday morning, Aug. 13, Mary B. Bergen, wife of George S. Prince.
Funeral services at her late residence, 6 Hoyt St., Stamford, Conn., Tuesday, Aug. 16, at 12:15 P. M. Interment Greenwood Cemetery, Brooklyn.

WOODLAWN CEMETERY.
Woodlawn Station, (24th Ward,) Harlem Railroad. Office, No. 20 East 23d St.

DEATHS REPORTED AUG. 14.

Manhattan and Bronx.

Ages of one year or under are put down one year.

Name and Address.	Age in Y'rs.	Date Dth. Aug.
ALFF, Appolinare, 1,522 Madison Av.	67	13
ARRIGO, Antonio, 92 Baxter St.	1	13
BRANNIGAN, Mamie, 316 E. 44th St.	7	13
BORMAN, Annie, 350 E. 77th St.	28	13
BUGGY, Catharine, 386 Cherry St.	51	13
BERGER, Julia, 278 E. 4th St.	65	12
CARHARTH, Fanny, 700 E. 187th St.	37	13
CIHAK, Aloisie, 1,362 Avenue A.	32	13
DELANEY, G. J., 974 6th Av.	53	12
DALY, Hannah, 88 E. 109th St.	64	13
DOUGLASS, Mary L., 35 Clarkson St.	45	13
EHRENFELD, Christian, 550 E. 86th.	11	12
FANTONI, Emilia, 64 W. 3d St.	32	13
FOWLER, Arthur, 166 W. 27th St.	1	12
FARRELL, Mary, 74 E. 115th St.	28	13
FERGUSON, Henry, City Hospital.	66	12
GIBBONS, Samuel, 259 West St.	1	13
GRAY, C., 16 E. 129th St.	65	12
GRUNIG, Edward, 19 E. 3d St.	76	12
GELB, Joseph, 107 Goerck St.	62	14
GOLDBERG, Isaac, Boulevard and 151st St.	1	12
GRUBE, Charles, Hoboken, N. J.	65	13
GREGOR, John, 1,904 Park Av.	61	13
HENKE, Mary H., 121 E. 104th St.	1	13
HORSTMAN, Margaret, 288 E. 8th St.	1	13
HERRING, Paul, 1,567 Avenue A.	1	13
HORWITZ, Bertha, 10 Rutgers St.	2	14
HOOD, Mary, 226 E. 75th St.	33	14
HEINSOHN, Emily, 2,321 2d Av.	27	13
JELIUE, Jacob, 28 Scammel St.	37	13
JONES, Damira, Colored Hospital.	76	13
KRAEMER, Ida, 1,365 Avenue A.	75	14
KNOERZER, Charles, 168 W. 128th St.	51	13
KENNY, Peter, 126 E. 16th St.	44	12
LYONS, Catharine, 171 Hester St.	69	13
LARKIN, Delia, 668 Water St.	51	10
McKYLE, Anna, 1,472 Amsterdam Av.	5	13
McVEEN, Thomas J., 1,690 Park Av.	1	13
McKENNA, Mamie, 606 West 46th St.	1	13
McDERMOTT, Sarah, 122 E. 108th St.	85	13
MULLEN, Edward, 408 W. 16th St.	74	12
MARKOWITZ, Eddie, Brooklyn.	2	12
MAUS, Henry, 1,539 Avenue A.	28	13
MILLER, John, 169 West 73d St.	83	13
NOLAN, James, 402 E. 24th St.	60	11
O'LEARY, Johanna, 42 W. 133d St.	64	13
PERILLI, L., 2,211 1st Av.	2	13
PRICE, Ann, 512 2d Av.	74	12
POTTER, Joseph F., 113 E. 17th St.	53	13
PFANNENSCHMIDT, Augusta W., 317 10th Av.	1	14
PORTER, Elizabeth L., 143 W. 47th St.	24	13
PARSONS, Ellen E., 314 E. 91st St.	28	13
PORTER, Minnie, 113 Ridge St.	2	13
PELES, Emil, 13 W. 114th St.	17	13
QUINN, George, 532 West 59d St.	4	13
ROBBINS, Thomas A., 211 E. 95th St.	53	12
SULLIVAN, David, 504 E. 14th St.	3	13
SIGMUND, John T., 424 E. 59th St.	18	13
SCHWEILL, William, 175 E. 87th St.	49	12
SURBLUM, Bertha, 196 Stanton St.	1	13
TIMS, Mary, 435 Pearl St.	50	13
TRAVERS, Adam, 227 E. 117th St.	35	12
VIRGIN, Hedwig, 519 E. 15th St.	4	12
WOLF, Lauretta A., 177 E. Houston St.	1	12
WINANT, Margaret, 1,716 East End Av.	65	13
WAGNER, Fannie, 278 West St.	87	13
WOLK, Frieda, 128 Chrystie St.	48	12
WHALEN, Patrick, 1,795 Lexington Av.	34	13
WAITES, Maria L., 495 7th Av.	50	12
WELP, Frederick, 188 E. 109th St.	80	13

Brooklyn.

Name and Address.	Age in Y'rs.	Date Dth. Aug.
ACKERMAN, Mary, 141 N. 11th St.	1	13
APPEL, Mimmie, 415 S. 5th St.	16	14
GALDEWEG, Josephine, 70 Central Av.	58	13
BENNETT, Sarah, 860 Warren St.	1	13
BUTLER, Richard, 2,250 E. Parkway.	65	13
CAMPBELL, Thomas, 42 Grand St.	29	12
CHRISTIAN, Agnes, 16 Manhasset Pl.	1	12
RESMOND, T., 239A Lexington Av.	1	12
FARRELL, D., 49 Debevoise Place.	26	13
FRIESE, Frederick, 37 Stagg St.	1	12
GREEN, Elizabeth, 465 Adelphi St.	1	12
GUTGE, John, 68 Lawrence St.	41	12
HAND, William, 82 Watkins St.	1	12
KAMBER, Yetta, 869 Liberty Av.	1	12
KERN, Adam, 117 Debevoise St.	33	13
KERL, Margaret, Bath Av. and Bay 18th St.	51	13
LIPMAN, Willie, Dumont, cor. Sackman Sts.	1	12
MERSCHROD, John, 986 Putnam Av.	74	12
MURRAY, Mary, 351 Lorimer St.	1	12
MILLER, George, 1,444 Myrtle Av.	81	12
McCLEARY, Mary, Shore Road.	60	12
NORMAN, Artoman, 95th St. and Avenue L.	1	12
NOWITSKI, S., St. Catharine's Hosp.	27	13
PATURZO, Silvesto, Ocean and Surf Avs.	1	13
RIEMERS, F., 660 Metropolitan Av.	1	13
SMITH, Marion, 337 Gold St.	1	13
SULLIVAN, Elizabeth, 41 Scholes St.	33	13
SENN, Sophia, 1,008 Willoughby Av.	79	13

FINANCIAL DIRECTORY.

Chemical National Bank
270 Broadway.

National Bank of Commerce
CAP. AND SUR., $9,500,000. 31 Nassau St.

Hanover National Bank
CAPITAL, $1,000,000. SURPLUS, $2,000,000.
9 and 11 Nassau St.

The Nassau Bank
Corner Beekman and Nassau Streets.

Central National Bank
320 Broadway.

Continental Trust Company
30 Broad St.

NEW YORK SECURITY & TRUST CO.,
44 and 46 Wall Street.
CAPITAL, $1,000,000. SURPLUS, $1,500,000.

Washington Trust Company
Stewart Building, 280 Broadway.

PHILADELPHIA.
Fourth Street National Bank
Capital $1,500,000. Surplus $1,200,000.

BANKERS' CARDS.

NORTON & TUNSTALL,
33 WALL STREET, NEW YORK.
Members of
NEW YORK STOCK EXCHANGE,
NEW YORK COTTON EXCHANGE.
STOCKS AND COTTON.
Investment Bonds and Securities.
Apply for Market Letter.

KOUNTZE BROTHERS,
BANKERS,
Broadway and Cedar Street, New York.
Deposit accounts received.
Advances made upon railroad, municipal and other approved securities.
Letters of Credit Issued.

FINANCIAL.

TO HOLDERS OF
Baltimore Belt Railroad Co.
FIVE PER CENT.
FIRST MORTGAGE GOLD BONDS

Antecedently to the issuance of the Plan of Reorganization of the Baltimore and Ohio Railroad Company, which has been formulated and with which you are doubtless familiar, we requested a deposit of your bonds with us, to be held by us under the terms of a Bondholders' Agreement of 1st November, 1897, which was to be executed by you at the time of such deposit.

Under this request, a deposit of such bonds has been made with us, representing over

90 Per Cent.

of the total issue, which we are now prepared to deposit with the Depositary, to be stamped as assenting to the proposed Plan of Reorganization.

If that Plan be declared operative with reference to the Baltimore Belt Railroad Company bonds, it will (unless by consent of the Reorganization Managers and upon such terms as they may impose) only inure to the benefit of those holders who assent prior to the 16th day of August, 1898, to the terms we have secured for them.

Thereafter, it will be necessary for those who have not assented to protect their interests, without any aid from those who have assented.

We will, until and including the 15TH DAY OF AUGUST, 1898, accept deposit of bonds which any holders who have not heretofore deposited may desire to deposit with us, under the terms of said Bondholders' Agreement, and we will add such bonds to the number of those deposited as assenting to the Plan of Reorganization. After that date we will receive no more bonds for deposit.

If the Plan be declared inoperative, your bonds will be held and dealt with by us under the terms of said Bondholders' Agreement.

Brown, Shipley & Co.

HOLDERS IN THIS COUNTRY MAY AVAIL OF THE ABOVE BY DEPOSITING THEIR BONDS WITH US, AND WE RECOMMEND THEIR DOING SO PROMPTLY.

Brown Brothers & Co.,
New York, Philadelphia and Boston.
Alexander Brown & Sons,
Baltimore, Md.

Columbus, Sandusky & Hocking
REORGANIZATION.

A majority of the outstanding first mortgage or prior lien bonds and a majority of the general mortgage bonds having been deposited with the undersigned Committee under the plan and agreement of reorganization, dated May 12th, 1898, notice is hereby given that the time within which securities may be deposited under said plan and agreement without penalty has been extended to and including August Fifteenth, 1898.
New York, July 26th, 1898.

LOUIS FITZGERALD, Chairman;
JOHN T. TERRY,
LEVI C. WEIR,
FRANK K. STURGIS,
JOHN G. DESHLER,
HENRY W. PUTNAM, JR.,
Reorganization Committee.
ALVIN W. KRECH, Secretary,
120 Broadway, New York City.

Carley, Rosengarten & Co.,
Specialists in speculative investments.
WE GIVE SPECIAL ATTENTION TO NEW DEVELOPMENTS WHICH GIVE NEW VALUE TO ESTABLISHED PROPERTIES.
STRANGERS INVITED TO WRITE OR CALL.
OFFICES, 20 BROAD ST., NEW YORK.

SINKING FUND NOTICE.
NEW YORK & ONTARIO LAND COMPANY
FIRST MORTGAGE BONDS
Dated Jan'y 4th, 1890.

The CENTRAL TRUST COMPANY OF NEW YORK, Trustee, gives notice that in accordance with a certain indenture made by the above Company, dated January 4th, 1890, it will receive sealed proposals to sell the above-described bonds at a rate not to exceed 110 per cent. and accrued interest, the total offer not to consume more than the amount of four thousand six hundred and two 39-100 dollars ($4,602.39.) The sealed proposals will be opened at the office of the CENTRAL TRUST COMPANY OF NEW YORK, in New York City, at twelve o'clock noon on the 19th day of August, 1898.
CENTRAL TRUST COMPANY OF NEW YORK.
By G. SHERMAN, Vice President.

U. S. Bonds, All Issues,
BOUGHT AND SOLD.
HENRY CLEWS & CO.,
BANKERS, 11, 13, 15, & 17 BROAD ST.
Members N. Y. Stock Exchange.

WAR LOAN.
U. S. Government new three per cents. bought and subscriptions financed. Description of all Gov. loans mailed on application.
FREDERIC B. COCHRAN & CO.,
20 & 22 Broad Street.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

Glucose Sugar Refining Co. Stocks
DEALT IN BY

THE FINANCIAL MARKETS

Although in some bearish quarters the possibility of higher money rates was the chiefly discussed topic during the latter part of last week, banking authorities do not believe that the money market will afford Wall Street any reason for apprehension for some time to come. It is to be expected that payments for Government bonds will be reflected in a decrease in bank reserves, but even bankers themselves—the very people who would be most likely to talk higher money if they saw a chance for it—do not believe that they are going to make greater profits out of loans than they have heretofore. There is too much money, they say—too much money and not enough demand for it.

***

When call money loaned at 4 per cent. last week every Wall Street bear short of stocks hugged himself with delight. The reason for this enthusiasm is somewhat hard to explain. Four per cent. money can hardly be called a bear argument, especially at a time when 4 per cent. stocks are selling considerably below par. Northern Pacific preferred, an assured 4 per cent. dividend payer, is selling below 75. When a man can borrow $100,000 and invest $75,000 of it so that that investment will pay the interest on his loan, leaving him $25,000 to play with free of charge, there is not much bearishness in the money market situation.

***

Friends of the Pacific stocks, by the way, are predicting considerable activity in them before the end of the present month, especially in the common shares. The low-priced stocks seem to be finding new favor among both investors and speculators, and it is not improbable that during the coming week more activity will be seen in that class than heretofore. Last week Atchison preferred, Northern Pacific, Union Pacific, Chesapeake and Ohio, Missouri Pacific, Southern Railway preferred and stocks selling around that level gave promise of new activity in the near future.

CHESAPEAKE AND OHIO.

Commenting upon Chesapeake and Ohio's annual report, under the head of "Noteworthy Achievements," The Commercial and Financial Chronicle has the following to say of the road's business during the year:

"The record of the Chesapeake and Ohio in operating results is becoming each year more remarkable. Security holders are apt to look only at the income exhibit, paying little heed to anything else if that is satisfactory. In the Chesapeake and Ohio case the income returns, considered by themselves, give no idea of what has been accomplished—against what tremendous odds a favorable outcome has been reached, and how brilliant has been the work of the management in the operating and transportation departments, on which success always so largely depends, and in this case pre-eminently depended. The results cannot be characterized otherwise than as marvelous. Nor, in noting the company's achievements, must we omit mention of the promptitude with which its annual report is issued. The fiscal year ends June 30.

"In the matter of rates, and in fact in all the particulars in which the road has been especially distinguished since the present management succeeded to control, the company again surpasses all its previous records. We have many times directed attention in the past to the exceedingly low average rate realized by the company on its freight traffic. It has seemed almost incredible that a still lower figure could be reached and bankruptcy be avoided. Yet now that we have the report for 1897-8 we find that there was a further decline of over 11 per cent. in this one year, bringing the average down from 4.19 mills to only 3.70 mills. In other words, in the twelve months ending June 30, 1898, the company received an average of only 37-100 of a cent per ton per mile on its entire freight tonnage, high class and low class.

"It follows, therefore, that it was necessary to move almost three tons of freight one mile in order to earn a single cent in gross revenues. No comment is necessary further than this bare statement to show to what diminutive proportions the compensation accorded the road for its transportation services has been reduced.

"The Chesapeake and Ohio, as stated, has a very large tonnage in coal. But it must not be supposed that its small average is to be explained wholly by that circumstance. Even on the merchandise freight, by which we mean the freight other than coal, the road realizes a very low rate—lower than that for most other companies with coal included, the figures for the late year having been but 4.37 mills. Put in another form, the compensation on this, the best class of freight, is such that the company must move nearly two and a half tons of freight one mile to produce a gross income of 1 cent. So far as coal is concerned, the price received for the transportation service has reached a point bordering on what certainly would have been thought the impossible a few years ago.

"It means that on the best paying branch of its coal business it found itself obliged to move three tons of freight one mile to produce in gross revenue 1 cent, and on the poorest class it had to move nearly four tons one mile to earn the gross amount of a cent.

"It is obvious that when a company of the importance and size of the Chesapeake and Ohio can earn its fixed charges on rates which necessitate the moving of three and four tons of freight a mile for the gross compensation of 1 cent, the science of railroading has been brought to a high state of perfection. Obviously, too, such an achievement was possible only through the practice of systematic economy in operation.

"It has been the aim of the management from the beginning (realizing that the problem of low rates would have to be solved by bringing the cost of performing the service down to a minimum) to effect a very great reduction in the cost per unit of work. The success attending this effort is shown by the report of the train loads for the late year. All past records are excelled, and the average of the train load has reached a really remarkable figure. In short, this train load for the twelve months ended June 30, 1898, attained the unprecedented high average of 370 tons, being 27 tons better even than for the year preceding.

"Thus the Chesapeake and Ohio managers have sought to make up for the decline in rates by hauling an increased number of tons in the trains, and to show the progress in that direction we may say that as recently as 1890 the Chesapeake and Ohio's train load was only 225 tons. To haul these increased loads the road had to be brought to a high state of efficiency through improvements in roadbed, track, equipment, and motive power.

"One factor in the general advance of the property should not be overlooked. We refer to the policy of the management in making many additions and improvements, and paying for them out of earnings, instead of charging them to capital account. The wisdom of this policy cannot be gainsaid. In fact, any other policy at a time of such rapid decline in transportation rates as has occurred must have proved disastrous. For had the money not been provided out of earnings, it must have been raised by the issue of new loans, and this latter would have added very materially to interest charges, correspondingly weakening the position of the company."

NEW INDUSTRIAL ACTIVITY.

A revival of activity among the industrial shares during the coming week is looked for by interests which were prominently identified with the recent buoyancy of the stocks. Of late the Grangers and other railway shares have taken the leadership of the market formerly held by the industrial group, while the latter, except in few instances, have been comparatively quiet. It is promised by some market interests, however, that before long Sugar Trust, the Leather and Rubber stocks, and other trust shares will come prominently to the front again.

AS TO GOLD ENGAGEMENTS.

Says The London Statist in discussing the movement of gold to America:

"Some time may yet elapse before the demand becomes sufficiently great to take gold from the Bank of England, still the fact remains that exchange is now at a level which permits of gold being taken from the open market. When the export season is further advanced, our indebtedness to the United States may be so great that large sums will be taken from the bank to pay for our wheat and cotton purchases. The movement of wheat in the United States is much slower than last year, when the desire to take advantage of the relatively high prices ruling in August caused large exports. The stocks of old wheat in the United States have been so greatly depleted [illegible]

there has this week been some demand for American securities in London on New York account. Moreover, money still remains very plentiful in New York, where loans for the day can still be obtained at 1 to 1¼ per cent., and the New York banks are again lending freely. All these influences may tend to delay any great demand upon London for gold to pay for wheat export.

"It is possible that the heavy export period in the United States will not begin until October. Usually the exports in July, August, and September are the lightest of the year. Last year, owing to the high price of wheat, the exports were heavy in August and September; in 1896 exports were light in July and August, and became much heavier in September, but in 1895 they were very small until October. With the present sentiment regarding the price of wheat, exports may continue relatively light for some two or three weeks, but, with the large harvest in the United States, they must become heavy in September, and we may then witness a greatly increased demand for exchange involving large gold shipments."

IMPORTS AND EXPORTS OF THE UNITED STATES—JULY, 1898.

[Preliminary figures for 1898, corrected to Aug. 13, 1898.]

	July— 1896.	1897.	1898.	Seven months ending July— 1896.	1897.	1898.	Increase (*) or decrease (†) seven months 1897 and 1898.
Merchandise.							
Imports—Free of duty	$22,674,353	$29,271,289	$19,571,265	$193,618,800	$259,201,622	$163,627,151	†$95,574,471
Dutiable	29,434,199	24,403,870	31,103,101	228,145,309	247,279,550	213,268,622	†34,010,928
Total	$52,108,552	$53,674,759	$50,674,366	$421,764,109	$506,481,172	$376,895,773	†$129,585,399
Exports—Domestic	$65,686,419	$69,911,444	$71,189,742	$500,527,005	$549,929,553	$681,665,652	*$131,736,099
Foreign	2,031,370	1,192,524	1,297,111	11,802,781	10,942,727	12,362,982	*1,420,255
Total	$67,717,789	$71,103,968	$72,486,853	$512,329,786	$560,872,280	$694,028,634	*$133,156,354
Excess of exports	$15,609,237	$17,429,209	$21,812,487	$90,565,677	$54,391,108	$317,132,861	*$262,741,753
Gold.							
Imports	1,667,986	938,951	2,613,530	27,612,599	7,167,065	95,210,526	*88,043,441
Exports	11,931,436	5,462,869	1,497,013	54,922,948	30,559,071	7,723,205	†22,835,866
Excess of imports	....	....	1,116,517	....	....	87,487,321	*87,487,321
Excess of exports	10,263,450	4,523,918	....	27,310,349	23,391,966	....	†23,391,966
Silver.							
Imports	2,643,361	2,693,864	3,026,192	17,437,434	17,741,424	15,919,231	†1,822,193
Exports	5,771,406	4,705,154	4,879,783	36,035,559	32,859,204	29,477,780	†3,381,424
Excess of exports	3,128,045	2,011,290	1,853,591	18,598,125	15,117,780	13,558,549	†1,559,231

Imports and Exports of Merchandise.

IMPORTS.	1892.	1893.	1894.	1895.	1896.	1897.
August	$71,242,385	$58,641,185	$51,697,072	$71,111,943	$49,468,190	$39,844,605
September	67,468,062	46,300,612	50,647,698	65,305,820	50,855,990	42,429,126
October	71,999,550	51,735,322	60,019,986	75,080,344	50,467,319	49,979,712
November	67,699,040	49,263,363	50,567,482	68,344,817	50,043,288	52,354,651
December	65,126,356	49,924,867	62,135,431	62,201,047	58,980,660	51,505,963
	1893.	1894.	1895.	1896.	1897.	1898.
January	75,168,267	52,499,947	67,547,900	68,647,600	51,354,018	50,827,714
February	72,702,288	48,725,094	58,315,961	62,478,116	59,237,377	53,074,649
March	86,663,524	66,081,689	69,295,493	66,455,663	76,351,444	61,562,183
April	77,013,701	60,09[illegible],067	68,749,958	58,649,579	101,322,406	55,946,410
May	75,955,234	56,812,727	66,028,854	57,260,859	79,358,147	53,585,481
June	69,694,544	51,783,712	61,662,044	56,163,740	85,183,021	51,224,970
July	63,186,067	65,302,066	73,025,646	52,108,552	53,674,759	50,674,366
Totals: 12 months ending July	$863,916,968	$657,110,621	$739,693,545	$758,807,580	$766,296,619	$603,009,830
Totals: 7 months ending July	520,383,575	401,245,272	464,625,876	421,764,109	506,481,172	376,895,773
EXPORTS.	1892.	1893.	1894.	1895.	1896.	1897.
August	$64,846,905	$73,683,731	$60,776,147	$55,980,619	$68,601,006	$80,825,050
September	62,908,483	72,026,798	58,796,675	58,540,063	85,131,098	104,540,912
October	87,860,919	87,675,481	83,653,121	87,090,972	113,516,586	111,744,517
November	97,703,824	91,659,698	79,954,005	87,312,581	109,072,839	116,672,325
December	87,545,818	93,551,729	84,876,846	92,529,117	117,185,926	125,059,723
	1893.	1894.	1895.	1896.	1897.	1898.
January	67,673,669	85,940,226	81,229,964	86,970,028	93,951,883	108,426,672
February	59,931,984	65,175,831	55,982,734	77,701,904	79,821,086	94,917,453
March	66,516,571	70,640,839	65,161,847	75,574,184	87,282,247	112,620,496
April	59,873,346	64,124,812	65,255,641	71,091,747	77,648,786	99,314,816
May	68,955,348	61,043,583	64,267,179	66,568,263	77,871,276	111,283,435
June	65,446,569	57,504,487	54,967,880	66,705,871	73,193,034	94,978,909
July	69,118,857	52,614,176	56,541,589	67,717,789	71,103,968	72,486,853
Totals: 12 months ending July	$858,377,293	$875,640,891	$811,465,578	$893,783,138	$1,054,379,735	$1,232,871,161
Totals: 7 months ending July	457,511,344	457,043,454	443,406,784	512,329,786	560,872,280	694,028,634

DIVIDENDS.

STEAM RAILROAD STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Boston & Albany (quarter)	2	Sep. 30	Sep. 3	Oct. 1
Boston & Maine (quarter)	1½	Oct. 1	....	....
Boston & Maine pf. (semi-annual)	3	Sep. 1	....	....
Buff., Roch. & Pitts, pf.	1	Aug. 15	....	....
Canadian Pacific	2	Oct. 1	Sep. 9	Oct. 2
Canadian Pacific pf.	2	Oct. 1	Sep. 2	Oct. 2
Chicago & Alton (quarter)	1¾	Sep. 1	Aug. 10	Sep. 2
Chicago & Alton pf. (quarter)	1¾	Sep. 1	Aug. 10	Sep. 2
C., St. P., M. & O. pf. (semi-annual)	3½	Aug. 20	July 30	Aug. 15
Cleveland & Pittsburg (quarter)	1¾	Sep. 1	Aug. 10	Sep. 2
Fort Wayne & Jackson pf.	2¾	Sep. 1	Aug. 18	Sep. 2
Illinois Central (semi-annual)	2½	Sep. 1	Aug. 1	Aug. 22
Lake Erie & Western pf. (quarter)	1¼	Aug. 15	July 30	Aug. 16
Mexican Northern (quarter)	1	Sep. 2	Aug. 20	Sep. 3
Norfolk & Western pf.	2	Aug. 24	Aug. 15	Aug. 25
North. Pennsylvania (quarter)	2	Aug. 25	Aug. 10	Aug. 20
Northern Pacific pf. (quarter)	1	Sep. 6	Aug. 10	Aug. 22
Rome, Wat. & Ogdensburg (quarter)	1¼	Aug. 15	July 30	Aug. 16
St. Paul & Duluth pf.	4½	Sep. 1	Aug. 5	Sep. 1

STREET RAILWAY STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Boston Elevated	2¼	Aug. 15	Aug. 1	Aug. 16
Third Avenue (quarter)	2	Aug. 31	Aug. 19	Sep. 1
West Chicago (quarter)	1½	Aug. 15	Aug. 5	Aug. 16

TRUST COMPANY STOCK.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Bond & Mort. Guarantee (quarter)	1½	Aug. 15	Aug. 11	Aug. 15

MISCELLANEOUS COMPANIES.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
American Coal (semi-annual)	4	Sep. 1	Aug. 20	Sep. 2
American Coal (extra)	1	Sep. 1	Aug. 20	Sep. 2
Am. Dist. Tel., Phila., (quarter)	1	Aug. 15	Aug. 5	Aug. 15
Consolidated Ice	1	Aug. 15	Aug. 5	Aug. 16
Diamond Match	2½	Sep. 12	Sep. 2	Sep. 13
Glucose Sugar Ref. pf. (quarter)	1¾	Sep. 1	Aug. 20	Sep. 1
Jefferson & Clearfield Coal pf.	2½	Aug. 15	Aug. 2	Aug. 16
Michigan Peninsular Car pf.	2	Aug. 27	Aug. 19	Aug. 29
New England Tel. & Tel. (quarter)	1½	Aug. 15	July 30	Aug. 15
People's Gas Light and Coke of Chicago (quarter)	1½	Aug. 25	Aug. 12	Aug. 26
P. Lorillard com.	2½	Aug. 15	Aug. 10	Aug. 15
Procter & Gamble (semi-annual)	6	Aug. 15	Aug. 1	Aug. 15
Pullman Palace Car (quarter)	$2	Aug. 15	Aug. 1	Aug. 16
Pullman Palace Car (special)	$20	Aug. 15	Aug. 1	Aug. 16
Quincy Mining	$3.50	Aug. 15	July 22	Aug. 1
Standard Oil (quarter)	3	Sep. 15	Aug. 17	Sep. 16
Standard Oil (extra)	2	Sep. 15	Aug. 17	Sep. 16
Welsbach Com. pf. (quarter)	2	Sep. 9	Sep. 1	Sep. 10
Westinghouse Car Brake	*100	Aug. 15	July 29	Aug. 15

*Payable in capital stock at par.

MEETINGS.

	Books Close.	Books Open.	Date.	Nature.
Ann Arbor Railroad	Aug. 17	Sep. 19	Sep. 17	Annual
Chi., Mil. & St. Paul	Aug. 26	Sep. 19	Sep. 17	Annual
St. Joseph (Mo.) Gas	Aug. 20	Sep. 22	Sep. 21	Annual
Tenn. Coal, Iron & R. R.	....	....	Sep. 15	Special
Toledo & Ohio Central	Aug. 5	Sep. 6	Sep. 5	Annual
Wabash	....	....	Sep. 13	Annual

THE LONDON STOCK EXCHANGE.

LONDON, Aug. 14.—The results of peace between the United States and Spain on the Stock Exchange are largely overbalanced by forbodings as to the Chinese complications, but now that Parliament has adjourned, less will probably be heard of China.

Prices were well maintained during the week, considering the midsummer dullness. There was a general advance in American railway securities, the rise of 3 points in Chicago, Milwaukee and St. Paul being the feature; others rose from 1 to 4 points. Southerns were depressed on account of yellow fever. Grand Trunks fell on the dividend announcement—preferred 2¾ to 6¾ points, and guaranteed ⅞ of a point.

Trust stocks have come into favor on account of the rise in American railway securities helping them. The Hooley revelations have had a bad effect upon all industrials. No immediate withdrawals of gold for America are expected, for which reason the money market is firmer, and rates are not materially changed.

REPORT OF BANK OF SPAIN.

MADRID, Aug. 14.—The Bank of Spain's report for the week ended yesterday shows the following changes: Gold in hand increase, 1,329,000 pesetas; silver in hand decrease, 427,000 pesetas; notes in circulation, decrease, 139,000 pesetas.

Spanish 4s closed yesterday at 65.40. Gold was quoted at 60.00.

FINANCIAL ANNOUNCEMENTS.

It is announced that the time for depositing securities of the Columbus, Sandusky and Hocking Railroad under the bondholders' reorganization agreement expires to-day.

The Wheeling and Lake Erie Railway Reorganization Committee gives notice that they have called the second installment of $1 per share common stock and $2 per share of preferred stock, payable at the Central Trust Company on or before Aug. 29. This is the second installment called by the committee, and including the $1 per share paid to the Stockholders' Committee, is the third payment.

MEETINGS AND ELECTIONS.

Office of the
TENNESSEE COAL, IRON AND RAILROAD CO.,
Tracy City, Tennessee, July 13, 1898.
TO THE STOCKHOLDERS:

Notice is hereby given that a Special Meeting of the Stockholders of this Company has been called, and will be held at the office of the Company, Tracy City, Tennessee, on Thursday, the 15th day of September, 1898, at one o'clock in the afternoon, the purpose of such meeting being to enable the Stockholders to determine whether they will or will not approve certain contracts, deeds, and conveyances, with and to and for the Alabama Steel and Ship Building Company, of the State of Alabama, by and from this Company, and constituting a disposition of part of the property of this Company, and authorizing and confirming the action of the Board of Directors in acquiring the stock and bonds of said Alabama Company, all as authorized by the laws of the State of Tennessee, and also by the special act passed by the Legislature of the State of Alabama February 10, 1898, conferring special powers on this company. [illegible]

FINANCIAL.

The Wheeling and Lake Erie Railway Company
REORGANIZATION.

To Holders of Central Trust Company's Certificates of Deposit for Common Stock and Preferred Stock:

Notice is hereby given that a further installment of One Dollar per share of common stock, and Two Dollars per share of preferred stock, represented by the above Certificates of Deposit, has been called by the undersigned committee, and is payable on or before the twenty-ninth day of August, 1898, to the Central Trust Company of New York. At the time of payment the Certificates of Deposit must be presented to said Trust Company for indorsement of such payment thereon. This is the second installment payable under the Plan of Reorganization, and, including the One Dollar per share paid to the Stockholders' Committee, is the third payment.

Dated New York, August 12th, 1898.

LOUIS FITZGERALD,
J. KENNEDY TOD,
GEORGE COPPELL,
EUGENE DELANO,
WILLIAM A. DICK,
Reorganization Committee.
ALVIN W. KRECH,
Secretary, 120 Broadway, N. Y.

MAY, McELWEE & PAINE,
Bankers, Stock and Bond Brokers,
50 Broadway, (Ground Floor Front.)
Stocks and Bonds Bought and Sold for Cash or on margins of 3 to 10 per cent.
Members, { N. Y. Cons. Stock Exchange, N. Y. Produce Exchange.
N. B.—Write for our Market Letters on "ANTE BELLUM MARKETS" and "PEACE AND PROSPERITY"; also our "How to Speculate on Margins on the Exchanges," our "High and Low Prices," our "History of Notable Advances, &c.," and on "Stock Exchange Views." The latter contains over 1,000 engravings. All free upon request.

The Tradesmens National Bank
Of the City of New York.
Capital and Surplus - - - - - $875,000
JAMES MACNAUGHTAN, Pres.
DAVID H. BATES, Vice Pres.
JAMES W. CLAWSON, Cashier.

DIVIDENDS.

OFFICE OF THE
Northern Pacific Railway Company
MILLS BUILDING,
New York, July 13, 1898.

At a meeting of the Board of Directors held this day there was declared from the net earnings a dividend of ONE PER CENT. on the Preferred Stock of this Company for the quarter ending September 1st, 1898, same to be paid September 6, 1898, to the holders of record of the Preferred Stock at the closing of the transfer books on August 10th, 1898.

For the purpose of such dividend, the transfer books of this company will be closed at 3 P. M. on August 10th, 1898, and will be reopened at 10 A. M. on August 22d, 1898.

NORTHERN PACIFIC RAILWAY COMPANY.
By GEORGE H. EARL, Secretary.

23 WALL STREET,
New York, July 13, 1898.

The above dividend of one per cent. will be payable on September 6th, 1898, to holders of record at the close of business on August 10th, 1898, on the books of the Voting Trustees for certificates of Preferred Stock of the Northern Pacific Railway Company. The transfer books of the Voting Trustees for certificates for Preferred Stock will close in New York and Berlin at 3 P. M. on August 10th, 1898, and will be reopened at 10 A. M. on August 22d, 1898.
[illegible]

DIVIDENDS.

Office of Welsbach Commercial Company.
40 WALL ST., N. Y., Aug. 11, 1898.

The Directors have this day declared a quarterly dividend of TWO PER CENT. on the preferred stock, payable Sept. 9, 1898, to stockholders of record at the close of business Aug. 31st. Transfer books of the preferred stock will be closed from Sept. 1st to Sept. 9th, both inclusive. Checks will be mailed.
EDWARD C. LEE, Treasurer.

The Mexican Northern Railway Company.
27 William St., Aug. 9, 1898.

The Board of Directors has declared a quarterly dividend (No. 27) of One Per Cent., payable September 2d, to stockholders of record at the closing of the books. The transfer books will be closed on Aug. 20th at noon and reopened Sept. 3d.
C. J. NOURSE, Jr., Sec'y.

Mobile and Birmingham Railroad Company.

On and after August 15th, 1898, interest on Mobile and Birmingham First Mortgage Bonds for six months ending July 1st, 1898, will be paid at the Chase National Bank, New York.
T. G. BUSH, President and General Manager.

STATE COURTS.

New York Calendars—This Day.

SUPREME COURT—Appellate Division—Recess.

SUPREME COURT—Appellate Term—For the hearing of appeals from City Court and Municipal Courts. Adjourned for the term.

SUPREME COURT—Special Term—Part I.—Beekman, J.—Opens at 10:30 A. M. Litigated motions.

1—Moore vs. Henderson.
2—Zeller vs. Zeller.
3—Garfield Nat. Bank vs. Dolge.
4—In re Loew.
5—In re Elm St.
6—People ex rel. Jackson vs. Coler.
7—People ex rel. Appley vs. Coler.
8—People ex rel. Cowdrey vs. Coler.
9—People ex rel. 42d St. R. R. Co. vs. Coler.
10—People ex rel. Winston vs. Winston.
11—People ex rel. Kaufmann vs. Independent Order Ahawas Israel.
12—Met. Life Ins. Co. vs. Davison.
13—Miller vs. Miller.
14—Madole vs. Madole.
15—In re 94th St.
16—Reese vs. Reese.
17—Firth vs. Luthy & Co.
18—In re Hofferberth.
19—In re Hahigan.
20—Bailey vs. Keating.
21—Coffin vs. Millard.
22—Hornsby's Oatmeal Co. vs. Post.
23—Costello vs. Costello.
24—Hibbard vs. Jay.
25—In re Archer & Pancoast Co.
26—Du Hamel vs. Du Hamel.
27—People ex rel. Coster vs. Commr. of Taxes.
28—Selikowitch vs. Selikowitch.
29—Labouchere vs. Stranders.
30—Davies vs. Williams.
31—Garrison vs. Int. Gas Mfg. Co.
32—In re West.
33—Taylor vs. Lovell.
34—Cadwalader vs. Cutting.
35—Cohen vs. Holyoke Envelope Co.
36—Sword vs. City of N. Y.
37—Coutes vs. same.
38—Visconti vs. same.
39—Read vs. same.
40—Holt vs. Lefever.
41—Halsey vs. Malcolm.
42—Man. Ry. vs. Kenney.
43—Townsend vs. Baker.
44—Kursman vs. Lowry.
45—Wicke vs. York.
46—Smith vs. Ruggiero.
47—Worden vs. Clapp.
48—Sampson vs. Hearst.
49—Kretz vs. Schweppenhauser.
50—Hibile vs. Aldelbergh
51—United Brotherhood of Cloakmakers vs. Sperling.
52—Horsfield vs. Black.
53—Furbish vs. Segal.
54—In re Anderson.
55—Rosell vs. Man. Ry.
56—Olliffe vs. same.
57—Eager vs. Francesconi.
58—Shelling vs. Williams.
59—People, &c., vs. Stajer.

SUPREME COURT—Special Term—Part II.—Dugro, J.—Opens at 10:30 A. M. Ex parte business.

SUPREME COURT—Special Term—Parts III., IV., V., VI., VII., and VIII.—Adjourned for the term.

SUPREME COURT—Trial Term—Parts I., II., III., IV., V., VI., VII., VII., IX., X., XI., and XII.—Adjourned for the term.

SURROGATE'S COURT—Chambers—Arnold, S.—Wills for Probate at 10:30 A. M.—Susanna Mardo. Alexander R. Strachoa, Franz Herwig, John G. Morrison, William H. Tutt, William H. McKinney, William De Groat.

SURROGATE'S COURT—Trial Term—Adjourned for the term.

CITY COURT—General Term—Adjourned sine die.

CITY COURT—Special Term—Olcott, J.—Opens at 10 A. M. Held in Part IV. Room, Brownstone Building, (Chambers Street.)—Motions must be made returnable at 10:30 A. M. Defaults on motions will be taken at 11 A. M.

CITY COURT—Trial Term—Parts I., II., III., and IV.—Adjourned for the term.

COURT OF GENERAL SESSIONS—Part I.—McMahon, J.—Opens at 10:30 A. M. Assistant District Attorneys Townsend and Cowan for the People.

1—Owen Flynn.
2—Pierce Deegan.
3—Edward S. Hallenbeck.
4—Willard L. Wilkinson.
5—William Breene.
6—Julius Levy.
Isaac Kellenbacher.
7—Thomas Reilly, alias Thomas Cooley.
8—George Spencer, alias Charles Wilson.
9—John Murray, alias John Sullivan.

COURT OF GENERAL SESSIONS—Part II.—Cowing, J.—Opens at 10:30 A. M. Assistant District Attorneys McClelland and O'Connor for the People.

1—Thomas J. Warren, Cornelius McCarthy.
2—Frederick H. Lee.
3—Charles Conroy.
4—Mary Murray.
5—Jacob Pasternick.
6—Tony Celantano.
7—James Crossen.
8—Dominico Funichio.

COURT OF GENERAL SESSIONS—Parts III. and IV. adjourned for the term.

Referees Appointed—New York.

SUPREME COURT—Beekman, J.—West vs. Cook—Peter B. Olney. Heulett vs. Oliver—Lawrence Godkin. Farnham vs. Yoost—Grosvenor S. Hubbard. Olsen vs. Albinger—Louis B. Van Gaasbeek. Matter of Brandon—Richard M. Henry.

SUPREME COURT—Dugro, J.—The American and Foreign Christian Union vs. Davies—John J. Buckley.

WOMEN GO TO LAW FOR A CHILD.

Chicago Solomon Awards the Little One to Her Mother.

CHICAGO, Aug. 14.—Two mothers, with tears and entreaties, stood before Justice Foster yesterday morning and made their initial battle for the possession of a pretty, fair-haired, seven-year-old girl. Seven years ago Mrs. Mary Lund came from Iowa, a widow with two children, one a baby in arms. She sought the only woman in the city she knew—a Mrs. Minnie James. She gave the child to her and signed papers of adoption. Two weeks ago she called at the James's home in the absence of the foster mother and took the child out to Wheaton, where she was arrested for kidnapping.

"Yes, I gave the child to her," admitted the real mother. "But now, Judge, I want my child back again. Mrs. James moved after I gave her the baby, and for six years I hunted for my little one. Six weeks ago I found her. The child, I learned, was ill treated."

Mrs. James told a different story. She said: "Mrs. Lund was allowed to see little Elsie, but when she asked if she could not take her for a while I said 'No.' Then she took away the little one I so love."

Mrs. James's sister testified that she had given the mother permission to take her away.

Justice Foster decided Mrs. Lund was not guilty of the criminal charge, and he told [illegible]

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	.80½
Corn, No. 2 mixed	.39
Oats, No. 2 mixed	.28
Flour, Minnesota patents	$4.70
Cotton, middling	.06
Coffee, No. 7 Rio	.06¼
Sugar, granulated	.05⅝
Molasses, O. K. prime	.30
Beef, family	10.50
Beef, Hams	4.75
Tallow, prime	.03⅝
Pork, mess	9.75
Hogs, dresed, 160 lbs.	.05⅝
Lard, prime	5.60
Iron, No. 1 Northern, foundry	11.25
Butter, creamery, Western	.19

CHICAGO, Aug. 13.—Flour—Hard straights, $4.10@$4.15; soft straights, $3.75@$3.90; steady; Spring, special brands, $5.00; Minnesota, hard patents, $4.30@$4.50; soft patents, $4.20@$4.30. Wheat—No. 3 Spring, 69@72c; No. 2 red, 71½c. Corn—No. 2, 32⅞@33c. Oats—No. 2, 22c; No. 2 white, 26@28c; No. 3 white, 25@27c. Rye—No. 2, 45. Barley—No. 2, 37@46c. Flaxseed—No. 1, 89⅝@91c. Prime timothy seed, $2.57½. Mess pork, per bbl., $9.05@$9.10; lard, per 100 lbs., $5.30@$5.32½; short ribs sides, loose, $5.35@$5.40; dry salted shoulders, boxed, 4⅝@¾c; short clear sides, boxed, $5.65@$5.80. Sugars, cut loaf, $6.02; granulated, $5.52; No. 2, yellow corn, 33½@33⅝c.

COTTON.

There was a decline of 2@4 points to start with at the Cotton Exchange Saturday morning, largely because Liverpool cables disappointed the local contingent, and the market had no outside supporting orders. Business ruled slow and the general market showed a weak undertone, which increased the decline to 6@8 points, liquidation and selling for short accounts carrying the market down despite the efforts of a few bulls to arrest the decline. Local sentiment was pessimistic on the average, crop news being generally of a brilliant character. This made bull traders nervous. The decline was arrested by the covering of some of the smaller and more conservative shorts who felt disposed to even up their transactions for a quiet Sunday. The market closed quiet at a net loss of 5@6 points.

Spot cotton closed quiet with prices 1-16c lower, to the basis of 6c for middling upland and 6¼c for middling gulf. Spot cotton in Southern markets was quiet with prices tending downward under increased offerings and less disposition on the part of buyers to take hold. The warlike attitude of England and Russia is causing some concern in both speculative and spot cotton circles.

Contract prices ranged as follows:

	Opening.	High.	Low.	Close.
August	5.75	5.77	5.75	5.76@5.77
September	5.80	5.80	5.75	5.77@5.78
October	5.81	5.83	5.79	5.80@5.81
November	5.83	5.83	5.80	5.82@5.83
December	5.88	5.88	5.84	5.85@5.86
January	5.91	5.91	5.86	5.88@5.89
February	5.94	5.94	5.91	5.92@5.93
March	5.97	5.97	5.93	5.95@5.96
April	5.98	5.98	5.93	5.98@6.00
May	6.03	6.03	6.00	6.01@6.02

LIVERPOOL, Aug. 13.—Middling, upland, 3 15-32d; January and February, 3.16b; February and March, 3.17s; March and April, 3.17½s; April and May, 3.18b; May and June, 3.19s; August, 3.22b; August and September, 3.20½b; September and October, 3.18½s; October and November, 3.17s; November and December, 3.16b; December and January, 3.16b.

FUTURES.

NEW YORK PRICES.

	Open.	High.	Low.	Close.
Wheat—				
September	71⅝	71 11-16	70⅞	71⅛
December	69	69	68½	68⅝
Corn—				
September	37¼	37¼	37¼	37¼
December	37½	37½	37½	37½
May	39⅝	39⅝	39⅝	..
Oats—				
September	..	..	..	25⅝
Lard—				
September	..	..	..	$5.62

CHICAGO PRICES.

	Open.	High.	Low.	Close.
Wheat—				
September	66⅝	66⅝	65½	65½
December	64⅛	64¼	63⅛	63⅝
May	66	66	65⅛	65⅛
Corn—				
September	32⅝	32⅝	32 9-16	32⅝
December	32 9-16	32⅝	32½	32½
May	34⅝	35	34⅝	34⅝
Oats—				
September	20⅝	20⅝	20⅝	20⅝
May	23½	23½	23 5-16	23⅜
Lard—				
September	$5.30	$5.32½	$5.30	$5.32½
October	5.35	5.37½	5.35	5.37½
Ribs—				
September	5.12½	5.27½	5.12½	5.27½
October	5.12½	5.27½	5.12½	5.27½
Pork—				
September	8.95	9.10	8.95	9.10
October	..	..	..	9.12½

BREADSTUFFS.

Wheat.

There was a severe break in the Minneapolis cash wheat market Saturday that exerted a depressing influence throughout all the speculative markets of the country. Here the weakness was accelerated by fair offerings of long wheat and moderate sales for short account. There was practically no demand throughout the forenoon except that furnished by a few local shorts. The news from Northwestern points was to the effect that receipts might be expected to increase materially in the near future. It was this factor which was chiefly responsible for the sharp break in cash wheat there.

MINNEAPOLIS, Aug. 13.—August, 84c; September, 63⅝c; December, 61c; No. 1 hard, 86⅝c; No. 1 Northern, 84⅝c; No. 2 Northern, 82⅝c.

MILWAUKEE, Aug. 13.—No. 1 Northern, 76c; No. 2 do, 75c; September, 65⅝c.

DULUTH, Aug. 13.—No. 1 Northern cash, 78c; August, 71c; September, 76½c bid; December, 62½c bid.

Oats.

No. 2 oats, 28c; No. 3, 27½c; No. 2 white clips, 33½c; No. 2 white, 33@33½c; No. 3 white, 32c; track mixed, 28@30c; track white, 31@38c.

Miscellaneous.

RYE—No. 2 Western quoted at 49c, free on board, afloat, to arrive middle of September; 44½c, cost, insurance, and freight, Buffalo, and 51c near by; State rye, 46@47c, cost, insurance, and freight, New York, car lots. BARLEY—Malting, 45½@48c, cost, insurance, and freight, Buffalo; feeding, 33@34c, cost, insurance, and freight, Buffalo.

Flour and Meal.

Spring patents, $4.50@$4.85; Winter straights, $3.85@$4.20; Winter patents, $4@$4.40; Spring clears, $3.40@$3.60; extra No. 1 Winter, $3.10@$3.25; extra No. 2 Winter, $2.75@$3; no grade, $1.80, to arrive. RYE FLOUR—$2.40@$2.90. CORNMEAL—Kiln dried, $2.20@$2.30, as to brand. BAG MEAL—Fine white, 85@90c; fine yellow, 80@85c; coarse, 75@76c. FEED—40, 60, and 80 lb, Winter, in bulk, 70@75c; Spring, bulk, 67½c; to arrive, 67½c; middling, bulk, 80@90c; rye feed, 70c; city feed, 70@75c; hominy chop, 65c; oil meal, $25@$26; screenings, 40@90c.

PROVISIONS.

PORK—Mess, $9.50@$10; family, $12@$12.50; short clear, $11.50@$13.50. BEEF—Mess, $9.50; family, $10@$11; packet, $10@$10.50; extra India mess, $15@$16.50. BEEF HAMS—$21.50@$22. DRESSED HOGS—Bacons, 5½@5⅝c; 180 lb, 5½@5⅝c; 160 lb, 5⅝@5⅝c; pigs, 5¾@5⅞c. CUTMEATS—Smoking bellies, 6⅞@7c; 10 lb, 6½@6⅝c; 12 lb, 6¼@6⅜c; 14 lb, 6@6⅛c; pickled shoulders, 4@4¼c; pickled hams, 7½@7⅝c; Western green, 16 lb, 7c; Western S. P., 6⅝c. TALLOW—City, 3⅝c bid; country, 3½@3⅝c. LARD—$5.60; city lard, $5@$5.25; refined, South America, $6.30; Continent, $5.80; Brazil kegs, $7.40; compound, city, 4⅝c; Western, 4½c. STEARINE—Oleo, 5c; city lard stearine, 6¼@6⅝c.

LIVERPOOL, Aug. 13.—Close: Beef—Extra India mess, 65s; prime mess, 57s 6d. Pork—Prime mess, fine Western, 51s 3d; prime mess, medium Western, 48s 9d. Hams—Short cut, 14 to 16 lb, 37s. Bacon—Firm; Cumberland cut, 28 to 30 lb, 27s 6d; short rib, 20 to 24 lb, 32s 6d; long clear middles, light, 35 to 38 lb, 30s; long clear middles, heavy, 40 to 45 lb, 29s 6d; short clear backs, 16 to 18 lb, 30s; clear bellies, 14 to 16 lb, 33s. Shoulders—Square, 12 to 14 lb, 25s. Lard—Prime Western, 27s. Cheese—American finest white, 37s 6d; American finest colored, 38s. Tallow—Prime city, 19s 6d.

COFFEE.

There was no little disappointment on the Coffee Exchange Saturday morning when the first call developed sales of only two lots—500 bags March at 6@6.05c. Considerably better things had been expected. The Havre cables reported unchanged prices to a decline of ¼f, with inactive business. Hamburg, while also inactive, reported sustained prices. The same conditions prevailed at Rio, while Santos made a slight gain in prices, but showed slack trading. The feature of statistics was the Brazilian movement. This at Rio and Santos summed up only 44,000 bags, and furnished the bull points of the session, as it represented a movement considerably less than predicted by the more pessimistic class of traders. Still, most of the features were on the bear side of the account; spot demand was unsatisfactory, and warehouse deliveries [illegible] all classes of traders showed a disposition to be conservative. Transactions for the day reached a total of 9,250 bags, with the market finally quiet at unchanged prices to a net loss of 5 points.

Contract prices ranged as follows:

	Opening.	High.	Low.	Close.
August	..	..	..	5.50@5.60
September	5.60	5.60	5.55	5.55@5.60
October	5.60	5.60	5.60	5.55@5.60
November	..	..	..	5.60@5.65
December	5.80	5.80	5.80	5.75@5.80
January	..	..	..	5.85@5.90
February	..	..	..	5.90@5.95
March	6.05	6.05	6.00	5.95@6.00
April	..	..	..	6.00@6.05
May	6.10	6.10	6.10	6.05@6.10
June	..	..	..	6.10@6.15
July	..	..	..	6.20@6.25

FOREIGN MARKETS.—Santos—Good average, 7$900. Hamburg—Unchanged. Havre—¼f lower. January, 38.25; February, 38.25; March, 38.50; April, 38.25; May, 38.75; June, 39; July, 39; August, 37.25; September, 37.25; October, 37.50; November, 37.75; December, 38.

SUGAR.

Centrifugal, 4¼c; muscovado, 3⅝c; molasses sugar, 3½c.

METALS.

Iron—Northern, No. 1 foundry, $11.25; Southern, No. 2 soft, $10.25; steel rails, $18.50; pig iron warrants, $7; lake copper ingot, $11.90; tin, $16.25; lead, $4.05; spelter, $4.55.

WOOL.

Current quotations of carpet wool, based on Wool Exchange official classification, are as follows: Carpet—Aleppo, washed, 23@23½c; Angora, 14@14½c; Bagdad, black, 20@21c; Bagdad, fawns, 20@21c; Bagdad, whites, 22@23c; Bokhara, colors, 13½@14c; Bokhara, whites, 15@16c; Camel's hair, Russian, 13@13½c; China, ordinary, 11@14c; China, combing, 15@17c; Cordova, 14@14½c; Donskoi, Autumns, 17c; Donskoi, combing, 23@25c; Donskoi, colors, 20@23c; Donskoi, lambs, 16@18c; Scotch, 16@17c; Valparaiso, 13@14c. East India and Asiatic—East India, Joria, and Vicaneer, 24@27c; East India, Kandahar, 22@25c; East India, carpet filling, choice, 17@18c; East India, carpet filling, low, 12@15c; Georgian, B. O., 16@17c; Georgian, B., 14@16c; Georgian, B. S., 13@15c; Karadi, choice, 17@18c; Karadi, ordinary, 15@17c; Khorassan, colors, 14¼c; Khorassan, white, 18@19c; Mohair, Turkish, 42@46c; Mossul, washed, 17@19c; Mossul, unwashed, 14c; Oporto, 10c; Salonica, 12@13c.

OILS.

Prime crude nominal; prime crude, free on board, mills, nominal; prime Summer yellow, 23½c bid; off Summer yellow, 23@23½c; butter grades, 27@28c; prime Winter yellow, 28@29c; linseed, American raw, 33@34c; American boiled, 35@36c; Calcutta raw, 54c; lard oil, 47@50c.

NAVAL STORES.

Tar, regulars, $1.85@$1.95; tar oil, barrels, $3.62½; pitch, $1.85; spirits turpentine, 29@29¼c; resin, common to good, strained, $1.35; E, $1.45; F, $1.55; G, $1.65; H, $1.70; I, $1.75; K, $1.80; M, $1.85; N, $2.20; W G, $2.40; W W, $2.75.

WILMINGTON, N. C., Aug. 13.—Spirits turpentine unchanged. Resin, $1@$1.05. Crude turpentine, $1.10@$1.60.

CHARLESTON, Aug. 13. — Turpentine, 25½c. Resin unchanged.

SAVANNAH, Aug. 13.—Spirits turpentine, 27¼c. Resin unchanged.

LIVE STOCK.

BEEVES—None for sale; feeling firm; cable unchanged.

CALVES—Veals, 5¼@7¼c; no buttermilks; city-dressed veals, 9@11c.

SHEEP AND LAMBS—Sheep, $3.25@$4.55; lambs, $6.25@$7.50; culls, $4.

HOGS, $4.20@$4.45.

LEFT HIS FAMILY TO STARVE.

O'Connor, Who Admitted that He Was Too Lazy to Work, Held for Trial.

Pictures of the starving people of Cuba were not more distressing than the sight of the three children of Mrs. Stephen O'Connor, who, with their mother and father, were taken to the Yorkville Police Court yesterday morning by Gerry Agent Diamond. The eldest was Hattie, aged seven; the next Sadie, aged four, and the youngest Patrick, aged two. The bare legs of the children were fleshless, and their faces wan and emaciated. They, with their mother, who is about to give birth to another child, slept on Saturday night in a hallway in Twentieth Street, near First Avenue. For several nights they have been sleeping in the hallways and on stoops. They were found by Gerry Agent Diamond in East Fifteenth Street yesterday morning. The children were hungry and crying.

Stephen O'Connor, the father of the children, went to the office of Gerry Agent Diamond yesterday morning and said his wife and children were in a hallway in East Fifteenth Street, that he could do nothing with them, and asked Mr. Diamond to go with him and look after the children. To the Gerry agent Mrs. O'Connor said she had had no home since they were evicted four months ago, and had been sleeping wherever she could find a place. She and the children have slept out often. Her husband, she said, refused to provide for them, and she had been unable to get anything to do.

O'Connor, when questioned, said: "I can't support the children. I have enough to do to support myself." He said he had worked three days in the last three months, on the Sixth Avenue underground trolley construction, but not finding the work to his taste gave up the job and drew his pay. Asked if he had given any of this money to his wife and children, he replied with an oath that he had not, and that they might starve for all he cared.

After the mother and children had been fed the entire family were taken to the Yorkville Court, where the story was repeated to Magistrate Cornell. The Magistrate, remarking that it was the most brutal case he had ever heard of, held O'Connor in $500 bail for trial, and gave the children into the care of the Gerry Society.

NEW MONKEY HOUSE OPENED.

Eleven Additional Animals in Central Park Delight the Children.

A new monkey house was opened in Central Park yesterday, and before the appointed time arrived, a crowd was waiting at the doors. Of all the animals in the Park, the monkeys lead in favor with the children, and the number who were on hand to visit them in their new home was correspondingly large. The children were of many nationalities. They toddled along the walks or were carried in strong arms toward the monkey house, and when they got inside some of them screamed with delight.

They tossed peanuts at the monkeys and kept them moving from one trapeze to another. The monkeys seemed as happy as the children, and appeared to realize the improvement in their surroundings, judging by the way they behaved.

Superintendent John B. Smith bought eleven new Simians on Saturday, and the collection now numbers forty-five. They include eight Javas, two baboons, and one bigtail. They are in eighteen cages, nine in a row in the centre of the building. The cages are surrounded by a railing, and all around this is a large space for visitors. The building is finished handsomely and cost $5,000. The most interesting of the monkeys is "John L.," the Rhesus monkey murderer, who has taken the lives of three of his own species which were put in cages with him. Now he is spending his remaining years in solitary confinement. "John L." has been in the Central Park Zoo for eighteen years. The average length of a monkey's life in captivity is only four years.

A FUNERAL AND A BAPTISM.

An Unusual Double Service in a Jersey City Church.

An unusual service was witnessed at St. Paul's German Lutheran Church, Jersey City Heights, yesterday—a funeral and a baptism. The funeral was that of Mrs. Otto Schmale, née Hebel, who died on Friday. The baptism was that of her infant daughter, who was christened Johannette, after her mother.

Both services were conducted by the Rev. Frederick Holter, who married Mr. Schmale and Miss Hebel on Sept. 23, 1897. The double service attracted many friends of the families, and the church was crowded.

East-bound Shipments from Chicago.

CHICAGO, Ill., Aug. 14.—East-bound shipments for last week amounted to 51,288 tons, against 45,778 for the week previous and 55,900 for last year. The Erie led with 7,965 tons. Other lines carried: Michigan Central, 5,994; Wabash, 4,425; Pittsburg, Cincinnati, Chicago and St. Louis, 6,947; Fort Wayne, 4,462; Baltimore and Ohio, 4,220; Grand Trunk, 4,450; New York, Chicago and St. Louis, 4,503; Lake Shore, 7,615; Cleveland, Cincinnati, Chicago and St. Louis, [illegible]

IN THE REAL ESTATE FIELD

The following sales at auction are down for to-day at 111 Broadway:

By William M. Ryan, foreclosure sale, Merritt E. Haviland, referee, 435 to 441 East Thirteenth Street, north side, 150 feet west of Avenue A, runs west 80 by north 73.2¼ by northeast 50.6 by southeast 69 by south 42.8, four three-story brick buildings. Due on judgment, $11,033.

By Bryan L. Kennelly, foreclosure sale, Augustus H. Vanderpoel, referee, southeast corner of Eighth Avenue and One Hundred and Twenty-third Street, 25.9 by 100, five-story brick tenement, with store. Due on judgment, $41,250.

By Peter F. Meyer & Co., foreclosure sale, John H. Rogan, referee, 120 and 122 Greenwich Street and 2 and 2½ Albany Street, being the southwest corner of the streets named; runs south along Greenwich Street 50 by west 47.4 by south 4 by west 20.6 by north 55.4½ by east along Albany Street 65, two three-story brick tenements, with stores, on Greenwich Street; two-story frame building on Albany Street. Due on judgment, $15,642; subject to another mortgage for $40,200.

By Peter F. Meyer & Co., foreclosure sale, George W. Lockwood, referee, 4 West One Hundred and Thirty-third Street, south side, 210 feet west of Eighth Avenue, 25 by 99.11, five-story brick flat. Due on judgment, $2,180; subject to other mortgages for $20,000.

THE BRIDE WAITED IN VAIN.

"Newspaper Ann" Was to Have Been Married Last Night, but the Groom Did Not Appear.

Mrs. Ann Eliza Meyers—"Newspaper Ann," in Park Row vernacular—has promised her hand and fortune to Frank Phillip and the wedding was to have taken place at the Bowery Mission last evening. At a late hour, however, the groom had not put in an appearance.

"Sure, he's true to me, though," said Mrs. Meyers, as she bravely took her way home. "Oi know he is."

Not many of Mrs. Meyers's acquaintances who were invited to the nuptials would accept this view last night, however. Several of them waxed skeptical as the hours wore on, and expressed their views with a candor that showed scant consideration for the feelings of the disappointed bride to be.

"He's 'jollyin'' her," said Box Car Bob. "She gives him money for his drinks, and clothes to wear. She's a 'good t'ing.' He knows it, but he's a fool to let her get on ter his game this quick."

Phillip is in the advertising business in the capacity of a "sandwich" man, and is a familiar figure on Park Row as the bearer of a large banner for a lunch house. At one end of his beat Mrs. Meyers sells her papers, and the acquaintance they casually struck up ended in the arrangements for the ceremony that did not take place yesterday.

Mr. Phillip is said to have visited the mission yesterday to settle the details, and was seen in the morning sipping his usual cup of "coffee"—if "Newspaper Ann" knows his habits—at the inn nearby. Ann was on the scene last night bright and early—in fact, two hours before the time appointed. She was attired in a pink cambric waist, a black skirt, with a narrow corded girdle, a large straw hat with a bright cerise bow of ribbon against a larger one emblematic of her native land. She was hopeful to the last minute the mission remained open.

"He'll come; never fear!" she said. "Oi've got the prettiest little home to take him to. Oi've got cats and dogs. They all live with me in me front room on the top floor, at 62 Cherry Street, and Oi've a loife insurance fur a hundred and fifty dollars—it's his whin Oi'm gone to hiven. Poor man, he has a hard time. He only gets siventy-foive cints a day. Forty cints he pays fur his meals and clane shirts. The rist he puts in the savings bank to help us in our old age. A few days ago Oi give him a lovely blue coat, and Oi let the seams out in the back so to fit him, and he looked just lovely.

"What? Lor', no! He hasn't gone after no other gal. He loves me too much. He probably misunderstood and wint to the midnight mission instead of coming here. We'll have a Justice of the Peace to-morrer. No more missions."

STEEL COMPANIES MAY UNITE.

Illinois Company's Officers Coming to New York for a Conference.

CHICAGO, Aug. 14.—President J. W. Gates and E. H. Gary, general counsel of the Illinois Steel Company, left yesterday for New York to attend a conference in that city on Wednesday to discuss the plan for the consolidation of the South Chicago corporation and the Minnesota Iron Company.

Whether or not the consolidation will embrace more than these two companies is rather doubtful. At least, as to the third company which it was proposed to take in, the prospect at this time is uncertain.

Examination of the properties has been made, and large interests in the two companies named believed that an amalgamation would be advantageous.

Perhaps by the time the meeting is held satisfactory arrangements will have been made in respect to the third corporation. It is significant perhaps as indicating the advantages of the proposed consolidation that Illinois Steel stock has advanced from 50 to 65, while Minnesota Iron has advanced in the same time from 65 to 77.

At present, Minnesota Iron, paying a 6 per cent. dividend, is selling about 12 points above Illinois steel, which has paid no dividend since 1893, with the exception of two quarterly dividends of 1½ per cent. each in 1896.

A WOMAN'S FATAL JUMP.

Mrs. Anne E. Miller Is Killed in Getting Off a Cable Car.

Mrs. Anne E. Miller of 44 West Eighty-fifth Street jumped from a cable car at Columbus Avenue and Eighty-fourth Street shortly after midnight, fell, and sustained injuries from which she died in half an hour.

Mrs. Miller was on her way home, accompanied by her daughter. When she left the car, she stepped from the platform while the car was in motion. As her foot touched the street, she was thrown heavily forward against a pillar of the elevated road. Her head struck with great force, and she became unconscious. An ambulance, hurriedly summoned from Roosevelt Hospital, took the woman to that institution. She died without regaining consciousness.

Mrs. Miller was the widow of William C. Miller. She was forty-eight years old.

A QUICK CENTURY RUN.

Two Chicago Boys Make the Distance in Five Hours.

CHICAGO, Aug. 14.—Two Chicago boys, Clark and Andrews of the First Regiment Cycling and Athletic Club, to-day rode a century on a tandem in the wonderful time of five hours flat. They thus break the American 100-mile record and the course record.

CITY REAL ESTATE FOR SALE.

AUCTIONEER. AGENT.

Geo. R. Read
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30 Wall and 9 Pine St. 1 Madison Av.
BROKER. APPRAISER.

9 HOUSES FOR SALE.

East side of Hamilton Terrace, off West 141st St. Three styles, four stories, American basements, and high stoops. Hard-wood trim, double floors throughout, ten rooms, two baths, exposed first-class plumbing. Is built entirely by day's work. LOCATION Highest in New York. Rear view unsurpassed. All residences. Quiet neighborhood. Absolutely no objectionable features. These houses will be guaranteed for five years.

APARTMENTS TO LET—UNFURNISHED.

A.—THE LORING. Entrance 202 West 74th St. fronting Boulevard, West 74th St., Amsterdam Av. Six and seven large, light rooms and bath; first-class service.

NEUFVILLE, 252, 254, 256 West 84th St. Seven rooms and bath; hot water supply, large light, well ventilated, decorated, steam heated.

CARLO[illegible] 76th St. Southwest corner Boulevard. Seven rooms and bath; decorated; steam heated. Apply on premises, or J. E. WHITAKER, 278 Boulevard, near West 74th

A. A. HELENA, 162 EAST 81ST ST.—Desirable apartments, seven rooms and bath; all improvements; [illegible]

INSTRUCTION.

STEVENS SCHOOL.
THE ACADEMIC DEPARTMENT OF THE STEVENS INSTITUTE OF TECHNOLOGY, RIVER STREET, between 5th and 6th Sts., Hoboken, N. J.
REOPENS SEPT. 14th, 1898.
Examinations for admission on the 12th and 13th of September.
Courses of studies preparatory to Colleges and Schools of Science, Law, and Medicine.
The rate of tuition for all classes is $150 per year, or $50 per term.
These terms include all the studies.
For catalogues apply to the Principal of Stevens School.

Visitation Academy of Frederick City, Maryland.
One of the oldest educational convents in the United States situated in the mountains of Maryland, one hour and a half from Baltimore; an ideal school for girls and young ladies; fine kindergarten is established; regular and elective studies, with excellent musical advantages; conducted by the Ladies of the Visitation. For terms, etc., address, DIRECTRESS ACADEMY OF THE VISITATION, Frederick City, Md.

IRVING SCHOOL, 54 West 84th St.
L. D. RAY, M. A., Ph. D., HEAD MASTER. Primary, Intermediate, and Collegiate Grades. Ninth year begins September 29th. Year-book on request.
In June, '98, fourteen young men from this school were admitted to Yale, Harvard, or Columbia.

Miss Walker's Day School for Girls, 148 Madison Avenue.
Miss Roberts, Principal.—The school has been entirely reorganized, and will be reopened October 3d. Primary, Intermediate, Academic, and College Preparatory Classes. Address Miss WALKER, 148 Madison Avenue, or Miss ROBERTS, Sandwich, Mass., until September 20.

SACRED HEART ACADEMY.
Select Catholic Boarding School; educational advantages unsurpassed; open all year; fall term begins Sept. 7. Address Bro. AUGUST, West Chester, N. Y.

J. H. MORSE'S SCHOOL FOR BOYS, 423 Madison Av., N. Y.
Reopens Monday, Oct. 3. Boys thoroughly prepared for all Colleges and Scientific Schools. Summer address of Principal until September 17th is Cotuit, Mass.

THE ETHICAL CULTURE SCHOOLS.
109 West 54th St. 669 Madison Av.
Kindergarten, Primary and Elementary Grades, High School, Kindergarten Normal Department. Examination for free scholarships Sept. 19th.
JOHN F. REIGART, Supt.

PENNINGTON (N. J.) SEMINARY.—Convenient to New York, Philad'a, Balt., and Wash'n. Both sexes. 60th year. Healthful. Beautiful. 16 teachers, 12 courses. $266 a year. For beautifully illustrated catalogue address THOMAS O'HANLON, D. D., President.

MISS JAUDON'S BOARDING AND DAY School, 548 Madison Avenue.—Preparation for Bryn Mawr, Barnard, and all colleges. Classes for little girls.

The Misses Hickok's School for Girls
Suburban to New York City. Lectures by professors in Columbia University. Morristown, N. J.

NEW HAMPSHIRE MILITARY ACADEMY, West Lebanon, N. H.—Prepares for all colleges and business. Major B. F. HYATT, A. M., Principal.

DREW SEMINARY for Young Women and Girls, Carmel, New York. New Music Hall. 33d Year opens Sept. 29. Send for illustrated circular. JAMES M. YEAGER, D. D., President.

INTELLIGENT lady expecting to learn stenography will be taught in reputable court reporter's offices; lucrative position assured when proficient. F. LUSK, 32 Broadway.

The Ossining SCHOOL FOR GIRLS, Sing-Sing-on-the-Hudson. Miss C. C. Fuller, Prin. 31st year begins Sept. 21st.

The Misses Ely's School for Girls, RIVERSIDE DRIVE, 85th and 86th Streets, New York.

REV. DR. AND MRS. CHARLES H. GARDNER. School for girls. 607 5th Av.

INSTRUCTION—LAW SCHOOLS.

N. Y. University Law School Sixty-fourth year opens Oct. 1st, 1898. DAY CLASSES, (LL. B. after two years.) EVENING CLASSES, (LL. B. after three years.) Daily sessions 3:30 to 6 and 8 to 10 P. M. Tuition $100. GRADUATE CLASSES—Fifteen courses; Five required for LL. M.
For circulars address L. J. TOMPKINS, Registrar, Washington Square, New York City.

NEW YORK LAW SCHOOL { Day School, 35 Nassau St. Evening School, 9 W. 18th St. "Dwight Method" of Instruction. LL.B. in 2 years; LL.M. in 3 years. Send for catalogue. GEORGE CHASE, Dean.

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Most exclusive family hotel in the city; choice apartments, sunny rooms; cuisine and service second to none; sixteenth season begins Oct. 1.
H. C. SHANNON, Manager.

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The New York Times Saturday Review of Books and Art,
a newspaper in itself; 16 pages, and occasionally 24, devoted entirely to books and art.
Selected classified lists of books printed several times a year as a guide to readers, with occasional lists on special topics of the day.
Books reviewed often from advance sheets; all the important books reviewed.
Reports of sales of books at auction in New York, Boston, and London compiled by experts.
A weekly review of events in the Art World.
Regular letters from London, Paris, and Boston.
News notes on new books gathered in regular visits to publishers.
The best and cheapest literary publication in America.
Write for free sample copy.
The New York Times.
"All the News That's Fit to Print."

SURROGATE NOTICES.

MARTIN, MICHAEL.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against MICHAEL MARTIN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Booraem, Hamilton & Beckett, No. 100 Broadway, in the City of New York, on or before the 20th day of October next.—Dated New York, the 9th day of April, 1898. FRANCIS MARTIN, Administrator. BOORAEM, HAMILTON & BECKETT, Att'ys for Administrator, 100 Broadway, Borough of Manhattan, New York. ap11-1aw6wM

McKEAN, WILLIAM CHAMBERS.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against WILLIAM CHAMBERS McKEAN, late of the City of New York, deceased, to present the same, with the vouchers thereof, to the subscribers, at their place of transacting business, at the office of Francis Jordan, No. 18 Wall Street, in the City of New York, on or before the twenty-second day of September next.—Dated New York, the 12th day of March, 1898. CHARLES WHITEHEAD, GEORGE E. DIMOCK, Executors. FRANCIS JORDAN, Attorney for Executors, No. 18 Wall Street, New York City, New York. mh14-1aw6mM

GUERIN, ALBERT.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against ALBERT GUERIN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 100 Broadway, Borough of Manhattan, in the City of New York, on or before the 28th day of January next.—Dated New York, the 22d day of July, 1898. BARTOW S. WEEKS, Executor. GEO. GORDON BATTLE, Attorney for Executor, 100 Broadway, Borough of Manhattan, New York City, New York. jy25-1aw6mM

THOMAS, CAROLINE R.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CAROLINE R. THOMAS, late of the City of New York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the office of Messrs. Boardman & Boardman, at No. 155 and 157 Broadway, in the City of New York, Borough of Manhattan, on or before the first day of December next.—Dated New York, the 18th day of May, 1898. EDWARD C. BARNUM, JOHN A. HANCE, Executors of the last will and testament of Caroline R. Thomas, deceased. BOARDMAN & BOARDMAN, Attorneys for [illegible]

EXCURSIONS.

CONEY ISLAND
Culver Route.
From Ft. Whitehall St., (Battery,) N. Y. Via 39th St. (Brooklyn) Ferry.
Boats connecting with EXPRESS TRAINS. No stops.
LEAVE DAILY (6:30, 7:40 except Sunday,) 9:00, 10:00, 11:00 A. M., 12:00 noon, 12:40 (except Sun.,) 1:00, and every 20 minutes thereafter until 10:20 P. M. Frequent trains returning; last train leaves Coney Island at 11:35 P. M.
FARE 10 CENTS.

MANHATTAN BEACH
TRAINS LEAVE NEW YORK, FOOT 34TH ST., E. R.: Week days 5:40, 6:40, 7:40, 10:50 A. M.; 12:10, 1:10, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:00, 7:30, 8:10, 9:30, 10:10, and 10:50 P. M. LEAVE NEW YORK, FOOT WHITEHALL ST., VIA 39TH ST., BROOKLYN, FERRY: Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M., 12:00 noon, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40, and 10:20 P. M. Excursion tickets 40c.

ROCKAWAY BEACH
TRAINS LEAVE FOOT 34TH ST., E. R., N. Y.: Week days 6:50, 8:30, 9:20, 10:50 A. M.; 12:20, 1:20, (1:50 Sat. only,) 2:20, (2:50 Sat. only,) 3:20, 4:20, 5:30, 6:20, 7:20, 8:20, 9:10, (9:40 Sat. only) P. M. Leaves L. I. City 10 minutes later. Excursion tickets 40 cents.

NEW ROUTE TO ROCKAWAY BEACH
THROUGH TRAIN SERVICE FROM FERRIES, FOOT BROADWAY, BROOKLYN.
FARE 15c.
VIA BROOKLYN ELEVATED AND LONG ISLAND R. R.
Same rate of fare from Park Row, N. Y., via Brooklyn Bridge, or from any Brooklyn Elevated station.
Trains leave Broadway ferries, week days, hourly, 6:04 to 9:04 A. M.; half hourly, 9:34 A. M. to 9:34 P. M.
Sundays, 6:04, 7:04, 8:04, 9:04, 9:34 A. M.; every 20 minutes, 10:04 A. M. to 9:04 P. M. Time from Broadway Ferry to Myrtle Av., 10; Gates Av., 14; Manhattan Beach Crossing, 19; Van Siclen, 22, and Rockaway Beach 54 minutes.

One Dollar Daily Excursions
FROM
NEW YORK
TO
Long Branch, Asbury Park, Ocean Grove and Intermediate Points Point Pleasant,
VIA
Central R. R. of New Jersey,
ALL RAIL ROUTE,
By Special Train
From foot of Liberty St. at 8:00 A. M. Daily, including Sundays.
From South Ferry, (foot Whitehall Street,) at 7:55 A. M. Daily, including Sundays.
Returning, arrive New York at 8:25 P. M.
VIA
SANDY HOOK ROUTE,
Affording a delightful sail through New York Bay to Atlantic Highlands, Thence by Special Train.
From Pier 8, foot of Rector St., at 9:00 A. M. Daily, including Sundays.
Returning, arrive at New York 7:15 P. M.
Fare for round trip, $1.
Children, 5 to 12 years, 75c.
Tickets good going and returning on special trains same day only.

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GLEN ISLAND
A delightful sail on fast going steamers. Two grand concerts daily. Magnificent foliage, rare plants, and horticultural wonders. An unequaled menagerie mammoth aquarium, grand museum, all FREE. Genuine Glen Island Clam Bake. Dinners a la carte. "Klein Deutschland." "The Dairy." Boating, bathing, fishing, bowling and billiards.
TIME TABLE—STEAMERS LEAVE
Cortlandt St. piers 8.45, 10.00, 11.00 A. M., 12.00 M., 1.30, 2.30, 3.30, 5.15 P. M. So. 6th St., Brooklyn, 9.05, 10.20, 11.20 A. M., 12.20, 1.50, 2.50, 3.50, P. M. East 32d St., 9.30, 10.45, 11.45 A. M., 12.45, 2.15, 3.15, 4.15, 5.45 P. M. LEAVE GLEN ISLAND 11.00 A. M., 12.00 M., 1.00 P. M. for Cortlandt St. only; 3, 5, 5.30, 6, 7, 8 P. M. for all landings. EXTRA BOATS SUNDAYS.
Special Boat From East 32d St. Only.
ONE HOUR TO GLEN ISLAND.
9.00 A. M., 12.15 and 3.30 P. M. Returning, leave Glen Island 10.30 A. M., 1.30, and 5.30 P. M.
Special Boat From East 96th St. Only.
9.15 A. M., 12.15, and 3.15 P. M. Returning, leave Glen Island 2.00 and 7.30 P. M.
EXCURSION 40 CENTS.
Including Admission to all Attractions.

WEST POINT, NEWBURGH & POUGHKEEPSIE.
GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."
From Brooklyn, Fulton St., (by Annex,) 8 A. M.
" New York, Desbrosses St. Pier..8:40
" New York, West 22d St. Pier.......9
Returning, due in New York 5:30 P. M.
MORNING and AFTERNOON CONCERTS

SURROGATE NOTICES.

BAIRD, CLARA ESTELLE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against CLARA ESTELLE BAIRD, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Thomas Allison, No. 59 Liberty Street, in the Borough of Manhattan, City of New York, on or before the 10th day of October next.—Dated New York, the 25th day of March, 1898. JAMES BAIRD, Administrator. THOMAS ALLISON, Attorney for Administrator, No. 59 Liberty Street, Borough of Manhattan, New York City, New York. mh28-1aw6mM

BECK, BARBARA.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against BARBARA BECK, late of the City of New York, Borough of Manhattan, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 31 Nassau Street, in the City of New York, on or before the 1st day of February next.—Dated New York, the 16th day of July, 1898. GEORGE GOSSMAN, Executor. JOSEPH H. HAYES, Attorney for Executor, 50 and 52 Exchange Place, Borough of Manhattan, City of New York. jy18-1aw6mM

BROWN, FREDERICK TURNER.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against FREDERICK TURNER BROWN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at the office of her attorneys, undersigned, at No. 35 Wall Street, Borough of Manhattan, in the City of New York, on or before the 28th day of December next.—Dated New York, the 27th day of June, 1898. CAROLINE VOSE BROWN, Executrix. TRACY, BOARDMAN & PLATT, Attorneys for Executrix, 35 Wall Street, New York City. je27-1aw6mM

CLARK, ROBERT.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ROBERT CLARK, late of the City and County of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at the office of Douglas Mathewson, No. 265 Broadway, in the Borough of Manhattan, in the City of New York, on or before the sixteenth day of November next.—Dated New York, the ninth day of May, 1898. MARY E. CLARK, CATHARINE A. WINNIK, CHARLES E. WINNIK, Executrices and Executor. DOUGLAS MATHEWSON, Attorney for Executrices and Executor, No. 265 Broadway, Manhattan, New York City. my9-1aw6mM

PATRICK, RICHARD.—The people of the State of New York, by the grace of God free and independent, to Martin V. B. Wagoner, as executor of the last will and testament of Elsie Patrick, deceased, John H. Patrick, Alice N. Perkins, Benjamin H. Patrick, James M. Patrick, Margaret Patrick, as administratrix, &c., of William S. Patrick, Robert M. Patrick, Caroline Ray, Sarah M. Petersen, Alice N. McDougall, Charles McDougall, John H. Thorne, William P. Thorne, Sarah Johnston, Elida Rouse, Sarah E. Macdonald, Abner L. Ely, Edward B. Read, Calvin Read, Elsie R. Wagoner, John E. Burns, Helen M. Studwell, E. Reed Burns, and Henry Jenkins Reed, as executor of the last will and testament of Charlotte Reed, deceased, and to all persons interested in the estate of RICHARD PATRICK, late of the City of New York, deceased, as creditors, legatees, next of kin or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the City and County of New York, at the Surrogate's Court of said city and county, held at the County Court House, in the City of New York, on the thirteenth day of September, 1898, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of Eugene Smith, as executor of the last will and testament of said deceased, and then and there to show cause why the said Eugene Smith, as executor, upon such judicial settlement of his account, shall not be absolutely and finally discharged from all responsibility to any and all persons by reason of his acts, doings and omissions as such executor, and such of you as are hereby cited, as are under the age of twenty-one years, are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof, we have caused the seal of the Surrogate's Court of the said City and County of New York to be hereunto [L. S.] affixed. Witness, Hon. John H. V. Arnold, a Surrogate of our said city and county, at the City of New York, the 2nd day of July, in the year of our Lord one thousand eight hundred and ninety-eight. [illegible]

SUMMER RESORTS.

Adirondacks.

ADIRONDACK TIME TABLE.
LEAVE GRAND CENTRAL STATION FOR
SARANAC LAKE and LAKE PLACID,
8:33 A. M. Through Wagner Parlor Cars via Utica.
7:40 P. M. Through Wagner Sleeping Cars via Utica.
FULTON CHAIN, Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M., ar. Old Forge, 4:20 P. M., 7:20 A. M.

6 P. M. PEOPLE'S LINE STEAMERS ADIRONDACK AND DEAN RICHMOND from Pier 41, ft. Canal St., N. R., daily, except Sunday, connecting at Albany with express trains; 6:30 A. M. over D. & H. for Saratoga, Lake George, Schroon Lake, Blue Mountain, Elizabethtown, Saranac, & Lake Placid; 11:13 A. M. over Adirondack Division N.Y.C., for Fulton Chain, Saranac, Lake Placid, Paul Smith's.

8:40 A. M. ALBANY DAY LINE from Desbrosses St., 9:00 A. M. from West 22d St. Daily except Sundays. Special train from Albany to Saratoga & Lake George. Direct connections for the Adirondacks, Hotel Champlain & Montreal.

LAKE PLACID, N. Y.
RUISSEAUMONT T. E. KRUMBHOLZ.—Lve N.Y.C.,G.C.S.,8:33 AM, 7:40 PM; arrive 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.
STEVENS HOUSE Lve.N.Y.,G.C.S.,8:33 AM, 7:40 PM, ar. 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.
LAKE PLACID HOUSE G. W. CUSHMAN & SON.—Leave N. Y. 8:33 AM, 7:40 PM; ar. 7:10 PM, 7 & 11.30 AM
PAUL SMITH'S, N. Y.
PAUL SMITH'S, PAUL SMITH HOTEL CO., PAUL SMITH'S, N. Y.—Leave New York City, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:30 P. M. and 6:11 A. M.
LAKE MASSAWEPIE.
HOTEL CHILDWOLD, CHILDWOLD PARK, N. Y.—CHARLES E. LELAND. Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:27 P. M. and 6 A. M.

New Jersey.

LONG BRANCH. UNITED STATES HOTEL.
Ocean front. Select family and transient hotel. Reasonable rates, finest bathing. Orchestra, concerts morning and evening. Dancing. Illustrated Booklet. J. C. VAN CLEAF, Prop.

Somerset Inn,
& EIGHT COTTAGES, BERNARDSVILLE, N. J. Open to Nov. 1st. 35 miles from New York on D., L. & W. R. R., via Barclay or Christopher St. Ferry. Altitude, 800 feet. Many improvements since last year. GEO. W. TUTTLE, Manager.

NEWARK, N. J., NEW YORK TIMES OFFICE.
ADVERTISERS MAY LEAVE THEIR ORDERS AT 794 BROAD ST., NEWARK, WHERE THE SAME CARE AND ATTENTION WILL BE SHOWN AS AT MAIN OFFICE.

Miscellaneous.

MIZZEN TOP HOTEL,
Quaker Hill, Dutchess Co., N. Y.
NOW OPEN. Two hours from New York by Harlem R. R. 1,200 feet elevation. Golf and all other amusements. Post Office address and R. R. Station, Pawling, N. Y.
N. S. HOWE, Manager.
Circulars and information of F. H. Scofield, 1 Madison Av., N. Y.

DUTCHER HOUSE
AND COTTAGES, PAWLING, N. Y.
First-class accommodations; 90 minutes from Grand Central Depot, Harlem R. R.; eight fast trains daily each way. Send for circular. Address C. V. LANSING, Manager.

LEGAL NOTICES.

AT A SPECIAL TERM OF THE SUPREME Court of the State of New York, held in and for the City and County of New York, at Part I. thereof, in the County Court House, in said city, on the 31st day of May, 1898. Present, Hon. Wm. N. Cohen, Justice.—In the matter of the application of the Trustees and officers of "THE ACTON CIVILL POLYTECHNIC INSTITUTE" for the voluntary dissolution of the corporation.—Order to show cause.

On reading the petition of Hannah Valeria Civill Bassett and Margaret Civill Feeter, Trustees; Townsend Wandell, Secretary and Treasurer, and Jacob W. Feeter, Trustee and President of the Acton Civill Polytechnic Institute, verified the 22d and 29th May, 1897, which was filed in New York County Clerk's office on 26th July, 1897, showing that they are all the Trustees and officers of said corporation; that "The Acton Civill Polytechnic Institute" was incorporated on the 25th of November, 1879, by and under the laws of the State of New York, and the principal office of said corporation is in the City and County of New York.

That the said Trustees and officers of said corporation deem it beneficial to the interests of the stockholders that the corporation should be dissolved.

And on the affidavit of Jacob W. Feeter, verified the 18th day of May, 1898, showing that notice of the application to the Court on said 26th July, 1897, for the dissolution of the corporation was not given to the Attorney General of the State of New York as required by law.

Now on due proof of service on the Attorney General of notice of this application and on motion of August Reymert, attorney for said petitioners, the Attorney General not opposing,

Ordered, that all persons interested in the said corporation show cause before Samuel Strasburger, Esq., at his office, No. 132 Nassau Street, in the City and County of New York, on the first Tuesday of September, 1898, at 10:30 A. M. of that day, or as soon thereafter as counsel can be heard,

Why the said corporation should not be dissolved, and for such further or other order as to the Court shall seem proper.

A copy of this order must be published once a week for three successive weeks immediately preceding the first Monday of September, 1898, in "The Albany Evening Journal," a newspaper published in Albany, in said State, and in "The Mail and Express" and "The New York Times," two newspapers published in the City of New York. Enter,

[Seal.] WM. N. COHEN, J. S. C.
A copy, WM. SOHMER, Clerk.

NEW YORK SUPREME COURT, NEW YORK County.—WILLIAM H. HUSSEY and FREDERICK HUSSEY, plaintiffs, against WILLIAM L. HAMILTON and others, impleaded with John Doe and Richard Roe, said names "John Doe" and "Richard Roe" being fictitious, the true names of said defendants being unknown to plaintiffs; John Williams and John Moore, the said names "John Williams" and "John Moore" being fictitious, the true names of said defendants being unknown to plaintiffs; said defendants John Doe and Richard Roe, John Williams and John Moore, being designated in the declaration of trust or agreement mentioned in the complaint in this action as Lester & Co. and Williams & Moore, respectively; and the persons who are, or who may claim to be, creditors of said William L. Hamilton or said William L. Hamilton and Mary A. McNiece, composing the firm of Hamilton & McNiece, said persons being hereby designated as "unknown," and being hereby described as the beneficiaries under a certain declaration of trust or agreement mentioned in the complaint in this action, made by John Glass, Junior, who are not enumerated therein by name, and also their executors, administrators, legal representatives and assigns, all of whose names are unknown to plaintiffs, defendants.

To the above-named defendants: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiffs' attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear, or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated the 9th day of June, 1898.

PHILLIPS & AVERY, Attorneys for Plaintiffs, 154 Nassau Street, Tribune Building, Borough of Manhattan, New York City.

To all the defendants above named except William L. Hamilton: The foregoing summons is served upon you by publication, pursuant to an order of Hon. Henry Bischoff, Jr., a Justice of the Supreme Court of the State of New York, dated and filed with the complaint in the office of the Clerk of the County of New York on the 28th day of July, 1898.—Dated July 28th, 1898.

PHILLIPS & AVERY, Attorneys for Plaintiffs. Office and Post Office Address, 154 Nassau Street, Borough of Manhattan, New York City. au1-1aw6wM

SURROGATE NOTICES.

KING, SALLY.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against SALLY KING, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Lardner, Loughran & Smyth, No. 115 Broadway, in the City of New York, on or before the 20th day of August next.—Dated New York, the 11th day of February, 1898. THOMAS McCASLAND, Administrator. LARDNER, LOUGHRAN & SMYTH, Att'ys for administrator, 115 Broadway, N. Y. f14-1aw6mM

LEAVITT, DAVID.—In pursuance of an order of Hon. Frank T. Fitzgerald, Surrogate of the County of New York, notice is hereby given to all persons having claims against DAVID LEAVITT, late of the City of Dresden, Saxony, Germany, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 44 and 46 Wall Street, Manhattan Borough, New York City, N. Y., on or before the 30th day of September, 1898.—Dated New York, March 14th, 1898. SHELDON LEAVITT, GEORGE C. KOBBE, Executors. JOHN E. ROOSEVELT, Attorney for Executors, [illegible] Wall Street, Manhattan Borough, N. Y. City.

BOARDERS WANTED.

ROOMS AND BOARD IN REFINED FRENCH family. 605 Madison Avenue, near 57th Street.

FURNISHED ROOMS.

DESIRABLE ROOM OR ROOMS, WITH ALL conveniences, for one or two gentlemen; house west side, near 83d St. L. station and Central Park. Address S. E., Box 101 Times Office.

SITUATIONS WANTED—FEMALES.

Chambermaids.

CHAMBERMAID, &c.—By a competent North German to do chamberwork and as seamstress. M. S., care Mrs. Newman, 138 East 43d St.

Houseworkers.

HOUSEWORK, &c.—By an elderly German woman to do general housework or as laundress. Cockerill, 629 Columbus Av.

Washing.

WASHING.—By a respectable woman to do washing or cleaning by the day; best city reference. Mrs. Garry, 50 Amsterdam Av.

Miscellaneous.

STENOGRAPHER and TYPEWRITER.—Used to all kinds of stenographic work. Address Miss Experience, 25 East 14th St.

HELP WANTED—MALES.

WANTED—A young man of enterprise and ability to solicit advertisements for a leading New York paper. S., Box 101 Times Office.

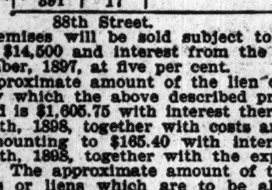
REFEREES' NOTICES.

EIGHTY-EIGHTH STREET.—Supreme Court, County of New York.—JOHN A. STRALEY and others, plaintiffs, against HENRY VAN HOEVENBERGH and others, defendants.

In pursuance of a judgment of foreclosure and sale duly made and entered in the above-entitled action bearing date the eleventh day of August, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction at the New York Real Estate Salesrooms, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the eighth day of September, 1898, at twelve o'clock noon on that day, by Peter F. Meyer, Auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land with the building thereon erected, situated, lying and being in the Twelfth Ward of the City of New York, and bounded and described as follows: Beginning at a point on the north side of Eighty-eighth Street, distant three hundred and ninety-one (391) feet easterly from the corner formed by the intersection of said northerly side of Eighty-eighth Street with the easterly side of Amsterdam Avenue, running thence northerly and parallel with said Amsterdam Avenue part of the way through a party wall one hundred (100) feet and eight (8) inches; thence easterly and parallel with said Eighty-eighth Street seventeen feet; thence southerly and again parallel with Amsterdam Avenue one hundred (100) feet and eight (8) inches, and part of the way through a party wall to the said northerly side of Eighty-eighth Street, and thence westerly along said northerly side of Eighty-eighth Street seventeen feet to the point or place of beginning, being known as No. 147 West Eighty-eighth Street.

Dated, N. Y., August 12th, 1898.
RUSSELL BENEDICT, Referee.
STRALEY, HASBROUCK & SCHLOEDER, Plaintiffs' Attorneys in person, 280 Broadway, New York City, Borough of Manhattan.



88th Street.

The premises will be sold subject to a mortgage for $14,500 and interest from the first day of December, 1897, at five per cent.

The approximate amount of the lien or charge to satisfy which the above described property is to be sold is $1,605.75 with interest thereon from August 4th, 1898, together with costs and allowances amounting to $165.40 with interest from August 4th, 1898, together with the expenses of the sale. The approximate amount of taxes, assessments or liens which are to be allowed to the purchaser out of the purchase money or paid by the referee is $240.60 and interest, and also the taxes payable for 1898 when confirmed.

Dated, N. Y., August 12th, 1898.
RUSSELL BENEDICT, Referee.
au15-2aw3wM&Th&S8

TRAVELERS' GUIDE—STEAMBOATS.

Hudson River by Daylight.
PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."
Finest and fastest river steamers in the world.
Daily except Sunday.
Leaves Brooklyn, Fulton St., (by Annex,) 8 A. M.
" New York, Desbrosses St. Pier..8:40 "
" " West 22d St Pier.....9 "
For ALBANY, landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill and Hudson. Best route to the CATSKILLS, SARATOGA, etc. Through tickets, NORTH, EAST, and WEST. Baggage checked from residence to destination by New York Transfer Co.

CATSKILL EVENING LINE.
Steamers ONTEORA (new) and KAATERSKILL leave foot of Christopher St. every week-day at 6 P. M.
On Saturdays ONTEORA at 1:30 P. M. and KAATERSKILL at 6 P. M.
Trains for Cairo, Palenville, Otis Summit, Haines Corners, Tannersville, etc., connect.
Bicycles free. Horses and carriages taken.
Descriptive folder mailed free.

Albany Evening Line.
The popular steamers ADIRONDACK and DEAN RICHMOND will leave Old Pier 41, N. R., foot Canal St., at 6 P. M. daily, (Sundays excepted,) making direct connections with trains North, East, and West.

NEW HAVEN.—Fare, $1. Excursion, $1.50. Sunday excursion, $1.00. Fast steamers leave Pier 25 E. R., week days, 3 P. M. and 12 midnight sharp. Sundays, 9:30 A. M. and 12 midnight sharp; week day steamers connect on wharf with trains for Meriden, Hartford, Springfield, and points North.

Hudson River Steamer Mary Powell. Leaving Desbrosses St. 3:15 P. M., (Saturdays 1:45 P. M.,) West 22d St. 3:30 P. M., (Saturdays 2 P. M.,) for CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, POKEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

HUDSON AND COXSACKIE BOATS leave foot of Christopher St. every week-day at 6 P. M., connecting with B. & A. R. R.
Saturdays an extra boat (new steamer ONTEORA) at 1:30 P. M. for Catskill, with annex to Hudson.

RAMSDELL LINE FOR NEWBURGH, CALLing at West Point, Cold Spring, and Cornwall—Fishkill (by ferry.)—Leaves Pier 24 North River, foot Franklin St., week days, (except Saturdays,) 5 P. M.; Saturdays 3 P. M.; landing at 132d St., N.R., 3:30. Saturdays, 9 A.M.; 132d St., N.R., 9:30.

TRAVELERS' GUIDE—SHIPPING.

HAMBURG-AMERICAN TWIN SCREW EXPRESS LINE
DIRECT TO PARIS, LONDON, HAMBURG
F.Bism'ck, Aug. 25, 9 AM | F.Bism'ck, Sept. 22, 9 AM
A.Victoria, Sept. 8, 9 AM | A. Victoria, Oct. 6, 9 AM
Twin Screw Service, N. Y.—Hamburg Direct.
Pretoria, Aug. 20, 7 A M | Phoenicia, Sept. 10, 1 PM
Patria, Aug. 27, 1 PM | Penn'vania, Sept. 17, 4 PM
HAMBURG-AMERICAN LINE, 37 Broadway, N.Y.

AMERICAN LINE.
NEW YORK, SOUTHAMPTON, (LONDON).
Sailing Saturdays at Noon.
Pennland.......Sept. 3 | Belgenland......Sept. 24
Rhynland.......Sept. 17 | Pennland.......Oct. 1

RED STAR LINE.
NEW YORK—SOUTHAMPTON—ANTWERP.
Sailing every Wednesday at Noon.
Kensington......Aug. 17 | Friesland.......Aug. 31
Noordland......Aug. 24 | Southwark......Sept. 7
INTERNATIONAL NAVIGATION COMPANY.
Piers 14 and 15 North River, Office, 6 Bowling Gr'n.

CUNARD LINE.
TO LIVERPOOL VIA QUEENSTOWN.
From Pier 40 N. R., foot of Clarkson St.
Campania, Aug. 20, 8 AM | Lucania, Sept. 3, 8 AM
Servia, Aug. 23, 9 AM | Aurania, Sept. 6, 10 AM
Umbria, Aug. 27, 10 AM | Etruria, Sept. 10, 10 AM
VERNON H. BROWN & CO., Gen. Agents, 4 BOWLING GREEN, NEW YORK.

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON.
VICTORIA..........................August 20
BOADICEA..........................August 27
ALEXANDRA.....................September 3
WINIFREDA......................September 10
CLEOPATRA......................September 17
ALL NEW STEAMERS, THOROUGHLY AND LUXURIOUSLY FITTED WITH EVERY MODERN CONVENIENCE. ALL STATEROOMS LOCATED AMIDSHIPS ON UPPER DECKS. STEAMERS SAIL FROM PIER 39 NORTH RIVER, FOOT OF WEST HOUSTON ST. APPLY 1 BROADWAY.

JAPAN-CHINA.
PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
Between San Francisco, Shanghai, Yokohama, and Hongkong:
Steamers leave San Francisco.
BELGIC, via Honolulu..................Sept. 3, 1 P. M.
PERU, via Honolulu...................Sept. 13, 1 P. M.
COPTIC, via Honolulu.................Sept. 17, 1 P. M.
CITY RIO DE JANEIRO, via Honolulu, Oct. 1.
GAELIC, via Honolulu..................Oct. 11, 1 P. M.
For freight, passage, and general information apply at 349 Broadway or 1 Battery Place, Washington Building, and 287 Broadway.

OLD DOMINION LINE.
UNINTERRUPTED SERVICE.
Shortest Sea Trips Out of New York.
Delightful tours to Old Point Comfort, Norfolk, Newport News, Petersburg, Portsmouth, Pinner's Point, Richmond, Virginia Beach, Va., and Washington, D. C. Freight and passenger steamers sail from Pier 26 North River every week day, except Saturday, at 3 P. M. and Saturday at 4 P. M. W. L. GUILLAUDEU, Vice Pres't & Traffic Man.

TRAVELERS' GUIDE—SHIPPING.

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Majestic, Aug. 17, Noon | Britannic, Sept. 7, Noon
Germanic, Aug. 24, Noon | Majestic, Sept. 14, Noon
Cymric, Aug. 30, 9 AM | Germanic, Sept. 21, Noon
Teutonic, Aug. 31, Noon | Teutonic, Sept. 28, Noon
Saloon rates on Cymric, $65 up; Germanic, Britannic, $75 up; Majestic, Teutonic, $100 up. Second Cabin, $42.50 upwards; Steerage on Cymric, Germanic, and Britannic, $25.50; on Majestic and Teutonic, $27.00. Revenue tax additional.
For passage, freight, and general information apply to WHITE STAR LINE, Pier 45 North River. Office, 9 Broadway, N. Y.

TRAVELERS' GUIDE—RAILROADS.

"America's Greatest Railroad."
NEW YORK CENTRAL
All through trains stop at Albany, Utica, Syracuse, Rochester, and Buffalo.
Trains leave Grand Central Station:
8:30 A. M.—Daily, except Sunday. Famous EMPIRE STATE EXPRESS LIMITED. Fastest train in the world. Due Buffalo 4:45, Niagara Falls 5:32, Toronto 9 P. M., Detroit 11:10 P. M. Limited to its seating capacity.
8:33 A. M.—ADIRONDACKS, 1,000 ISLANDS, AND MONTREAL, except Sunday.
8:45 A. M.—FAST MAIL.—Daily, for Buffalo, Niagara Falls, and Cleveland.
9:40 A. M.—SARATOGA AND MONTREAL SPECIAL, daily, except Sunday.
10:30 A. M.—DAY EXPRESS, except Sunday. For important State points.
1:00 P. M.—SOUTHWESTERN LIMITED and CHICAGO SPECIAL. Daily—For Columbus, Cincinnati, St. Louis, and Chicago.
3:30 P. M.—TROY AND SARATOGA SPECIAL, except Sunday—For Troy and Saratoga.
5:00 P. M.—LAKE SHORE LIMITED. Daily—24-hour train to Chicago, via Lake Shore; due Cleveland 7:15 A. M. Due Chicago 4 P. M. Sleeping and parlor cars only.
6:00 P. M.—WESTERN EXPRESS. Daily—For Niagara Falls, Toronto, Cleveland, Toledo, Detroit, Chicago, Cincinnati.
6:25 P. M.—NORTHERN EXPRESS. Daily—For Montreal, and, except Saturday, for Ottawa.
7:40 P. M.—ADIRONDACKS, 1,000 ISLANDS, AND MONTREAL daily.
8:45 P. M.—BUFFALO AND SOUTHWESTERN SPECIAL. Daily—For Cleveland, Cincinnati, Indianapolis, and St. Louis.
9:00 P. M.—SPECIAL LIMITED MAIL. Daily—Sleeping car only for Fall Brook, via Lyons, and for Rochester and Buffalo.
9:15 P. M.—PACIFIC EXPRESS. Daily—For Oswego, Ogdensburg, Cape Vincent, Niagara Falls, Cleveland, Toledo, Chicago, and, except Saturdays, for Auburn Road.
12:10 Night—MIDNIGHT EXPRESS. For Chicago, except Sunday nights. Sunday nights Chicago sleepers leave at 9:15.
HARLEM DIVISION.
9:15 A. M. and 3:27 P. M.—Daily, except Sunday, to Pittsfield. Sundays only at 9:20 A. M. Wagner Palace Cars on all through trains. Trains illuminated with Pintsch Light.
Ticket offices at 113, 261, 413, and 942 Broadway, 31 East 14th St., 235 Columbus Av., 61 West 125th St., Grand Central Station, 125th St. and 138th St. Stations, New York; 338 and 726 Fulton St. and 106 Broadway, E. D., Brooklyn.
Telephone "2790 Thirty-eighth Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Co.
GEORGE H. DANIELS, General Pass. Agent.

WEST SHORE R. R.
Trains leave W. 42d St. Station, N. Y., as follows, and 15m. earlier from foot of Franklin St.:
A, 10:00 A. M. Daily, except Sunday, for Cornwall, Newburgh, Kingston, New Paltz, Lakes Mohonk and Minnewaska, and all Catskill Mountain points.
B, 11:35 A. M. Daily, except Sunday, for Cranston's, West Point, Kingston, New Paltz, Lakes Mohonk and Minnewaska, Catskill Mountains, Albany, Saratoga, and Lake George.
1:00 P. M. CONTINENTAL LIMITED. Daily, for Albany, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, and St. Louis. Arrives Chicago and St. Louis next afternoon.
1:15 P. M. Half-Holiday Special. Runs Saturdays only for all Catskill Mountain points.
C, 3:45 P. M. Daily, except Sunday, for Kingston, Lakes Mohonk and Minnewaska, Catskill Mountains, Catskill, and Albany.
C, 4:00 P. M. Daily, except Sunday, for Congers, Cranston's, West Point, Cornwall, Newburgh, and intermediate stations to Albany.
6:00 P. M. Daily, except Sunday, for Albany, Saratoga, Montreal, and Eastern Canada.
6:30 P. M. Chicago and St. Louis Limited. Daily for Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.
7:45 P. M. Daily, except Sunday, for Syracuse, Rochester, Buffalo, and Toronto.
8:15 P. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis. Saturday night has sleeping car for Catskill Mountains.
A, B, C.—Leaves Brooklyn Annex A, 9:15 A. M. B, 10:45 A. M. C, 3:05 P. M. Jersey City P. R. R. Station, A, 9:45 A. M. B, 11:20 A. M. C, 3:35 P. M.
Time Table at principal hotels and offices.
C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt Av., New York.

DELAWARE, LACKAWANNA AND WESTERN
Stations in New York foot of Barclay and Christopher Streets.
VESTIBULE TRAINS, PULLMAN BUFFET CARS, PINTSCH LIGHT.
8:00 A. M.—BINGHAMTON MAIL. Stops at principal stations.
10:00 A. M. (café car)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, UTICA, RICHFIELD SPRINGS, SYRACUSE, and OSWEGO EXPRESS. Pullman Palace Cars. Connecting at Buffalo with trains for Chicago and points West.
1:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, &c. Pullman Buffet Parlor Cars to Elmira. Through sleeping cars and day coach to Chicago, arriving at 4:15 P. M. next day.
4:00 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman Buffet Parlor Cars.
7:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED LIMITED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Through Buffet Sleeping Car to Chicago.
8:30 P. M. (daily)—BUFFALO EXPRESS. Pullman Sleeper for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS, and BUFFALO, arriving Buffalo 8 A. M.
9:30 P. M. (daily)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, SYRACUSE, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman Buffet Sleepers.
TICKETS AND PULLMAN ACCOMMODATIONS at Henry Gaze & Sons, Ltd., 113 Broadway, 14 Park Place, 429 Broadway, and 942 Broadway. Tickets at Ferry Stations, 111 Fourth Av., cor. 12th St.; 61 West 125th St., 235 Columbus Av., New York; 338 and 723 Fulton St., and 106 Broadway, Brooklyn. Time tables, giving full information, at all stations.
Westcott's Express Company will call for and check baggage from hotel or residence to destination.

ERIE RAILROAD.
Through trains leave New York, foot of Chambers Street, as follows, and five minutes earlier from West 23d Street:
9:00 A. M.—Vestibuled Express daily for Binghamton, Waverly, Elmira, Buffalo, Bradford, arrives Buffalo 8 P. M. Parlor car to Buffalo.
9:15 A. M.—Vestibuled Express daily for Port Jervis and Monticello. Daily except Sunday for Lackawaxen, Honesdale, and important local points to Elmira. Pullman Parlor Cars for Monticello and Elmira.
2:00 P. M.—Vestibuled Limited Fast Mail daily. Solid train for Chicago, arrives Cleveland 7:40 A. M., Chicago 5 P. M. Sleepers to Chicago, Cleveland, and Cincinnati. Dining Car.
7:30 P. M.—Buffalo and Cleveland Vestibuled Express daily, arrives Buffalo 7:05 A. M., Bradford 7:20 A. M., Jamestown 7:00 A. M., Youngstown 10:27 A. M., Cleveland 12:30 P. M. Sleepers to Buffalo and Cleveland. Café Library Car.
9:15 P. M.—Daily solid train for Binghamton, Elmira, Waverly, Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati. Dining Car.
Tickets, local time cards, and Pullman accommodation at 111, 113, 261, 401, and 957 Broadway, 127 Bowery, 156 East 125th St., and 273 West 125th St., Chambers and W. 23d St. Ferries, New York; 333 and 860 Fulton St., 98 Broadway, Brooklyn; 122 River St., Hoboken, and Jersey City Station. New York Transfer Co. calls for and checks baggage from hotels and residences to destination.

NEW YORK, ONTARIO & WESTERN RY
Trains leave foot of W. 42d St. as follows, (15 minutes earlier from Franklin St.:)
7:55 A. M.—Day Express for all stations. Connections for Lakes Mohonk and Minnewaska, and Ellenville. Parlor Cars.
9:15 A. M.—Mountain Express to Liberty and intermediate stations, Lake Kiamesha and White Lake, Ellenville. Parlor Cars.
1:00 P. M. (Saturdays only)—Stations to Rockland, Lake Kiamesha, White Lake, and Ellenville. Parlor Cars.
3:15 P. M.—Vestibule Limited. Stations to Rockland, Lakes Mohonk and Minnewaska, Ellenville, Lake Kiamesha, and White Lake. Parlor Cars.
6:15 P. M. (Franklin St. 5:45 P. M.)—To Chicago (daily.) Stops at Middletown, Liberty, L. Manor, Walton, Norwich, Oneida, Oswego, Niagara Falls. Wagner Sleeper and Reclining Chair Car (seats free) through to Chicago, via Wabash.
TICKETS AND PARLOR CAR SEATS AT 371 Broadway, N. Y. N. Y. Transfer Co. checks baggage from residence to destination.

NEW YORK AND LONG BRANCH RAILROAD
SUMMER SCHEDULE.
All Rail Line for Long Branch, Ocean Grove, Asbury Park, and Atlantic Coast Resorts to Point Pleasant.
TRAINS LEAVE NEW YORK AS FOLLOWS:
From foot of Cortlandt and Desbrosses Streets 4:45, 9:10 A. M., 12:10, *1:20, (Saturdays only,) 2:30, *3:10, *3:40, 4:20, *5:10, 7:00 P. M. Sundays 8:15, 9:45 A. M., 5:15 P. M.
From foot Liberty Street, 4:30, 8:30, 10:00 A. M., *1:00, (Saturdays only,) 2:15, *3:30, 3:53, *4:45, 5:30, *6:15, 8:00, (Saturdays only,) P. M. Sundays 9:15 A. M., 1:30, 4:00 P. M.
From South Ferry, foot Whitehall Street, 8:25, 10:00 A. M., *1:00, (Saturdays only,) 2:10, *3:30, 3:40, *4:40, 5:25, 6:10, 7:50, (Saturdays only,) P. M. Sundays 8:55 A. M., 3:55 P. M.
From foot West Twenty-third Street 8:50, 11:50 A. M., *12:50, (Saturdays only,) 2:20, *2:50, *3:20, 3:50, *4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M.
Sunday trains do not stop at Ocean Grove and Asbury Park.
*Denotes express trains.

THE NEW YORK TIMES.
"All the News That's Fit to Print."

TRAVELERS' GUIDE—RAILROADS.

PENNSYLVANIA RAILROAD.
STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.
☞ The leaving time from Desbrosses and Cortlandt Streets is ten minutes later than that given below for Twenty-third Street Station.
7:50 A. M. FAST MAIL.—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.
8:50 A. M. FAST LINE.—Pittsburg and Cleveland.
9:50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.
1:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville, (via Cincinnati,) Chicago, St. Louis.
5:50 P. M. WESTERN EXPRESS. For Cleveland, Chicago. For Toledo, except Saturday.
7:40 P. M. SOUTHWESTERN EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, St. Louis.
7:40 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland except Saturday.
8:20 P. M. MAIL AND EXPRESS.—Pullman Buffet Sleeping Car New York to Altoona, East Liberty, Pittsburg, and points West, daily except Sunday. No coaches.
WASHINGTON AND THE SOUTH.
7:50, 8:20, 9:20, 9:50, (Dining Car,) 10:50, (Dining Car,) A. M., 12:56, 1:50, (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night. Sunday, 8:20, 9:20, 10:50, (Dining Car,) A. M., (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12.05 night.
SOUTHERN RAILWAY.—Express, 4:20 P. M., 12:05 night daily.
ATLANTIC COAST LINE.—Express, 9:20 A. M. and 8:50 P. M. daily.
CHESAPEAKE & OHIO RAILWAY.—4:50 P. M. daily.
FOR OLD POINT COMFORT and NORFOLK.—7:50 A. M. week days and 7:40 P. M. daily.
ATLANTIC CITY.—1:50 P. M. week days, (Desbrosses and Cortlandt Streets 2:10 P. M.) Through Vestibuled Train, Buffet Parlor Cars, Passenger Coach, and Combined Coach.
CAPE MAY.—12:50 P. M. week days. Through Pullman Buffet Parlor Car.
Long Branch, Asbury Park, (Interlaken, Sundays,) Ocean Grove, and Point Pleasant, (from West Twenty-third Street Station,) 8:50 11:50 A. M., (12:50 Saturdays only,) 2:20, 2:50, 3:20, 3:50, 4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M., (from Desbrosses and Cortlandt Streets,) 4:45, 9:10 A. M., 12:10, (1:20 Saturdays only,) 2:30, 3:10, 3:40, 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.
FOR PHILADELPHIA.
6:10, 7:20, 7:50, 8:20, 8:50, 9:20, (9:20 Penna. Limited,) 9:50, (Dining Car,) 10:50, (Dining Car,) 11:50 A. M., 12:50, 1:50, 2:50, 3:50 4:20, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night. Sundays, 6:10, 8:20, 8:50, 9:20, 9:50, (Limited,) 9:50, 10:50, (Dining Car,) A. M., 1:50, (Dining Car,) 3:50, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night.
Ticket offices Nos. 461, 944, 1,196, 1,323, 111, and 261 Broadway; 1 Astor House, West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Pennsylvania Annex Station, Brooklyn; Station Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.
Telephone "1274 Eighteenth Street" for Pennsylvania Railroad Cab Service.
J. B. HUTCHINSON, General Manager. J. R. WOOD, General Pass'r Agent.

Central Railroad of New Jersey
Anthracite coal used exclusively.
Four tracks. "Electro-Pneumatic" Signals.
Stations in New York, foot of Liberty St. and South Ferry, Whitehall St.
Trains leave foot of Liberty St.
On and after June 26, 1898.
For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:30, (4:40 to Easton,) 5:45, (7:30 to Easton) P. M. Sundays, 4:30 (7:00 to Easton) A. M., 1:00, 5:30, 6:00 P. M.
For Wilkesbarre, Pittston, and Scranton, 4:00, 9:10 A. M., 1:30 P. M. Sundays, 4:30 A. M.
For Reading and Harrisburg at 4:00, 4:30, 8:00, 9:10 (10:00, 11:30 to Reading) A. M., 1:45, 4:30, 5:00, 5:45 (9:00 to Reading) P. M., 12:15 night. Sundays, 4:30 (11:30 to Reading) A. M., 1:00, 1:45, 5:30, 6:00 P. M., 12:15 night.
For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 9:10 A. M., 1:30, 1:45, 9:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 1:45, 6:00 P. M., 12:15 night.
ALL RAIL ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.
For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, 10:00 A. M., (1:00 Saturdays only,) (1:30 Red Bank only,) 2:15, 3:30, 3:53, (4:30 Red Bank only,) 4:45, 5:30, 6:15 (8:00 Saturdays only) P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:15 A. M., 1:30, 4:00 P. M.
For Atlantic Highlands, 4:30, 5:50, 8:30, 10:00 A. M., 1:30, 4:30, 6:15 P. M. Sundays, 9:00 A. M., 4:00 P. M.
For Lakewood, Toms River, Barnegat Park, and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M. Sundays, 9:15 A. M.
For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.
For Monmouth Beach, Seabright, and Highlands of Navesink, 4:30, 8:30, 10:00 A. M., 2:15, 4:45, 6:15 P. M.
SANDY HOOK ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.
From Pier 8 N. R., foot of Rector St.
For Atlantic Highlands, Highlands of Navesink, Normandie, Rumson Beach, Seabright, Monmouth Beach, and Long Branch, 4:30, 9:00, 11:00 A. M., 1:00, 2:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.
For Elberon, Asbury Park, Ocean Grove, and points south to Point Pleasant, 9:00, 11:00 A. M., (1:00 Saturdays only,) 2:00, 3:45, 4:30, 5:30 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:30 A. M., 1:00 P. M.

ROYAL BLUE LINE.
FOR PHILADELPHIA, BALTIMORE, AND WASHINGTON.
From foot of Liberty St.
Week days, 4:30, 8:00, 10:00, (11:30 Dining Car,) A. M., 1:00, 1:45, 3:30, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00 (11:30 Dining Car) A. M., 1:45, (5:00 Dining Car,) 6:00 P. M. 12:15 mdt. Additional trains for Philadelphia week days, 9:00 A. M., 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.
BOATS LEAVE SOUTH FERRY, WHITEHALL ST.
Week days, 7:10, 7:55, 8:25, 8:40, 8:55, 9:08, 9:20, 9:35, 10:00, 10:15, 10:45, 11:08, 11:30, 11:55 A. M., 12:25, 12:45, 1:00, 1:25, 1:45, 2:10, 2:25, 2:55, 3:30, 3:40, 3:55, 4:25, 4:40, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:30, 7:50, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 7:55, 8:55, 10:00, 11:30 A. M., 12:00 M., 12:55, 1:45, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:55, 10:55 P. M., 12:15 mdt.
Tickets and parlor car seats at foot of Liberty St., Whitehall St., 113, 172, 261, 434, 944, 1,284, 1,323 Broadway, 737 6th Av., 31 East 14th St., 153 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The N. Y. Transfer Co will call for and check baggage from hotels or residences to destination.

LEHIGH VALLEY SYSTEM.
Stations foot of West 23d St., (Penn. R. R.,) Cortlandt or Desbrosses St.
*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.
*6:10, 6:20 A. M. daily, (Sundays *6:45, 7 A. M.,) for EASTON and intermediate stations.
*7:50, 8:20 A. M. daily for WILKESBARRE, SCRANTON, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points; dining car and chair car to Buffalo.
*11:50, 12:00 noon daily, except Sunday.
"BLACK DIAMOND EXPRESS."
Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parlor Cars. Dining-Car Service. Meals a la carte. Connects at Buffalo with through sleepers to Detroit and Chicago.
*12:50, 1:00 P. M. daily for EASTON, MAUCH CHUNK, WILKESBARRE, SCRANTON, and coal branches. Chair car to Easton.
*3:50, 4:10 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car for Wilkesbarre.
*4:50, 5:20 P. M. daily, except Sunday, for EASTON and intermediate stations.
*4:50, 5:15 P. M. Sundays only for MAUCH CHUNK and intermediate stations.
*5:50, 6:10 P. M. daily, except Sunday, for EASTON and principal intermediate stations.
*6:50, 7:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and Toronto. Dining Car New York to Easton.
*7:40, 8:00 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, SAYRE, GENEVA, ROCHESTER, BATAVIA, BUFFALO, and TORONTO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No baggage carried.
*8:20, 8:30 P. M. daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman Sleeper to Chicago.
Additional local trains daily, except Sunday, for SOUTH PLAINFIELD, BOUND BROOK, and intermediate points leave as follows: *10:20, 10:50, *10:20, 10:30, (Sundays only,) A. M., *2:20, 2:30, *3:50, 4:10, *5:50, and 6:30 P. M.
Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,323 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.
N. Y. Transfer Co. will call for and check baggage from hotel or residence through to destination.

BALTIMORE & OHIO R. R.
Leave New York, Whitehall Terminal, South Ferry, and foot of Liberty Street.
*Daily. †Except Sunday. §Sundays.
CHICAGO, *4:30 A. M., *1:45 P. M., *12:15 night.
PITTSBURG, *4:30 A. M., †3:30 P. M., §1:45 P. M., *12:15 night, (4:30 A. M. trains from Liberty St. only.)
CINCINNATI, ST. LOUIS, *10:00 A. M., *5:55 P. M.
NEW ORLEANS, *4:55 P. M., (through sleepers.)
ROYAL BLUE TRAINS.
To PHILADELPHIA, WASHINGTON, BALTIMORE, †7:55, *10:00, (Diner,) *11:30 A. M., (Diner,) †1:00 P. M., *1:45, (Diner,) †3:30, (Diner,) *4:55, (Diner,) *5:55 P. M. and *12:15 night. NORFOLK, *11:30 A. M.
All trains are illuminated with Pintsch Light.
Offices: 113, 172, 261, 434, 1,284 B'way, 31 E. 14th St., 127 Bowery, N. Y.; 339, 344 Fulton St., Brooklyn; Whitehall Terminal. Baggage checked from hotel or residence to destination.

RED CROSS WORK IN CUBA

Letters from Miss Barton and Mr. Cottrell Describing Conditions at Santiago.

FOOD FOR ALL WHO NEED IT

Lives of Hundreds of Soldiers Saved by the Timely Arrival of a Cargo of Provisions on the Steamer State of Texas.

Stephen E. Barton of the Red Cross has received letters from Miss Clara Barton and Charles H. H. Cottrell of the Red Cross staff at Santiago recounting their experiences there. Miss Barton, writing on July 26, says:

"The interruptions of mail and telegraph here have been something phenomenal. I have received nothing direct by mail, either from you or from home, since about the 3d of July. No doubt the censorship has been very strong; in addition to that, when we came there was no Post Office.

"We brought down the present Postmaster General of this place, Mr. Kempner, with us on the Texas. He opened his office as Assistant Postmaster. In less than two weeks the head Postmaster, Mr. Brewer, was taken sick and died. In the midst of this confusion Santiago fell and the Post Office was removed bodily from Siboney to Santiago. The mail was accumulating at so fearful a rate that it was scarcely possible to handle it. Three days ago Mr. Kempner told me he had between 200 and 300 bags of unopened mail, besides a good deal that had been ruthlessly opened without orders on the boats. It gets better now, and we get a few letters each day, as the bags get promiscuously opened.

"I purchased yesterday from The Jockey Club fund 100 cases of milk. The call is so great for it, it seemed criminal not to have it. The troops from the front hospitals are with us every hour, and we are supplying them mainly what they need. The poor fellows have suffered for food, and one day they will tell you so.

"The 30,000 of Caney were rolled in upon us in one day by Gen. Shafter, whom I directed to do it. Twenty thousand of them were fed that day, 10,000 with hot soup. The next day the same. The committees appointed, the town districted, a sub-committee for each district; every family and every person in this town at the end of four days knew where to get their food. There is not a beggar comes to us; no groups of people standing round the city; but for the army array, Santiago would be quiet as Sunday. The people are simply astonished at what has been done, and cannot be grateful enough.

"We are all well, in splendid condition every way. There is very little sickness in the town—no yellow fever that any one knows anything about—and it is simply wicked that the people have been so distressed over such a phantom."

Mr. Cottrell in his letter says:

"The work of distribution has gone on beautifully at this point, and we have heard no complaint, and believe that every hungry mouth has been filled. The distribution in this city ought not to be kept up too long, as there seems to be both money and work here, and as soon as supplies begin to come in freely we shall run into conflict with the tradesmen whose business we are interfering with.

"I see by your telegram that Cottrell and the other mules are en route here. If the biped has all the good qualities of the quadruped, (and I think he has,) we shall all be happy.

"Several days ago a party of nurses, with whom were Miss Gardiner and Miss Wheeler, arrived here and reported to Miss Barton, who told them that she did not know where she could place them at that time, and to wait until she could confer with the authorities. All but three of them went back aboard the steamer without saying good-bye or giving intimation of their intended departure, and returned, as we supposed, to Siboney. The next morning Miss Barton saw Gen. Wood, who said that he would be glad to have them placed in the hospitals, and would do all he could to that end. Miss Barton immediately telegraphed this information to Miss Gardiner at Siboney, but received no answer, so it is thought that they returned to New York.

"The British Consular Agent from the City of Guantanamo arrived here yesterday and called on Miss Barton. He told a pitiful story of suffering, and asked the Red Cross to help the people there. He said that the naval authorities had sent them some corn, and that was what they were living on now. The place only surrendered two or three days ago. Miss Barton assured the gentleman she would do her utmost to get some food there, but it was impossible to send it overland, owing to lack of facilities. This morning she saw the Captain of the Resolute, and he kindly offered to take the supplies on his boat, which leaves to-morrow, but he said that we should have to furnish the lighters and the stevedores. Gen. Shafter has promised the lighters, and we shall furnish the work, so twenty or thirty tons of food will be started at once.

"The railroad from Santiago to San Luis is hors de combat, owing to broken bridges, and it will be some time before it is opened; and the country roads have been so badly neglected that they are about impassable, except for pack trains. The conditions in the interior are not nearly so bad as on the coast, so it is said, owing to garden truck and natural food the people have been able to supply themselves with.

"The Central Cuban Relief Committee's cargo on the State of Texas has relieved the entire Province of Santiago of all immediate and prospective suffering for some time to come; has saved the lives of hundreds of soldiers, and earned the everlasting gratitude of the 'boys in blue,' and its arrival was 'just in the nick of time,' and will be long remembered by those who were benefited by its abundance and excellence. The American public should know this thoroughly, and our worthy President, whom shot nor shell, pestilence nor death could stay, and who came with the troops, relieving many of their needs of hunger and sickness, and who patiently waited for the first opportunity to get to the people, should have all the honor that an honor-loving Nation can bestow.

"Imitations of the Red Cross are now beginning to show up, and are eager to reap some glory after all the hardship and danger are passed and the needy all served."

FETE AT SOUTHAMPTON, L. I.

Plans for Entertainments in Aid of Red Cross Cot Equipment Fund.

Among the patronesses of the midsummer fête to be given at Southampton, L. I., next Saturday, are Mrs. Robert M. Thompson, Henry E. Howland, John Terry, Jr., William S. Hoyt, Benjamin Welles, Henry G. Trevor, Frederick Betts, Robert Waller, Jr., Goodhue Livingston, Albert Stevens, William Jay, Thomas H. Howard, J. Kernochan, Jr., Frederick Neilson, De Lancey Nicoll, and Charles Brown.

The Japanese tea house will be in charge of Mrs. Robert Thompson and Mrs. Henry E. Howland. Tea will be served by Misses Bertha Munde, Sarah Thompson, Eunice Terry, Marian Bowers Lee, Beatrix Hoyt, Sallie Barnes, Cecil Boardman, Eleanor Russell, and Elsie Barker. The trees will form the background for the floral screens and masses of flowers, which, mingled with Japanese umbrellas and fans and tea tables, will be a typical Japanese scene. The young ladies will group themselves at a given signal to sing songs adapted from the music of "The Geisha."

The flower table will be in charge of Mesdames Russell Hoadley, Jr., Hyde, William Manice, Albert Stevens, Goodhue Livingston, Boissevain, Holbrook Curtis, Steele, and Miss Ada Godfrey.

The ice cream table will be presided over by Mrs. John Terry, Jr., and Mrs. Claflin. The three young daughters of Mr. and Mrs. Duncan Cryder, with their friends, Miss Norah and Miss Fannie Iselin, Miss Helen Barney, and Miss Jay, will wear the costume of Swiss peasants, and will aid in selling ice cream and cake, while six little boys dressed as French cooks will carry around cakes on trays to sell.

The toy table will be in charge of Mesdames Benjamin Welles, H. Goelet McVickar, Reginald Rives, Thomas Howard, and James Kernochan, Jr. Little children in costume will assist in the sale of all sorts of toys and candy.

Mrs. Jackson and Mrs. Ashmore have arranged for "A Klondike Shanty." Master Harry Ashmore and Master Charlie Jackson will be the miners who, with pickaxes will dig up the nuggets in claims staked out [illegible] in costume will lead about a pony whose saddle bags will contain grabs. The lemonade stand will be in charge of Mrs. Harry McVickar.

An amusing feature will be the "Watermelon Patch." Miss Milhan and two other young ladies will be the "coons," and will keep the record of guesses on the number of seeds in a watermelon, and the weight of a pet pig. Prizes will be given to the most accurate guessers.

There will be donkeys with paniers, and goat carts in which the children can ride.

The proceeds of the entertainment will be devoted to the cot equipment auxiliary of the Red Cross Society.

BAD WATER KILLS ORPHANS.

The Hebrew Asylum Is Being Evacuated and Will Be Overhauled.

Active measures have been taken to check the epidemic that has broken out among the 865 children who are inmates of the Hebrew Orphan Asylum, One Hundred and Thirty-eighth Street and Amsterdam Avenue, and inside of three days the big building will be entirely empty. The sickness, diagnosed by the doctors as dysentery, caused, most likely, by impure water, appeared in the asylum about three weeks ago, when a child was taken violently sick with dysentery without apparent cause.

All efforts to check it were of no avail. Physicians were called in, but the malady continued until 107 out of the 865 children were seriously ill. Five children died, and not only were the physicians powerless to save their lives, but they could not even discover the real cause of the malady. The physicians were kept busy night and day, but the best they could do in the way of assigning a cause was to theorize, and each one had his own ideas. The cellar, plumbing, and steam pipes throughout the building were examined, but no cause could be found, and it was finally decided that the water was responsible for the sickness.

Matters had reached an alarming state when it was decided to adopt the most radical measures and empty the entire building, sending the sick children to the asylum's sanitarium at Rockaway and the well ones to their relatives or guardians. A second building has been leased at Rockaway, and the children are now being removed as fast as possible. When the children are all out the building will receive a thorough overhauling and painting from roof to cellar. In this way it is hoped the germs, if there are any in the building, will be wiped out and that it will be in perfect condition when the children return in three weeks or a month. Hermann Baar, when seen yesterday, had the following statement prepared:

Knowing that exaggerated accounts of the sickness at the Hebrew Orphan Asylum will cause much unnecessary alarm, it has been thought best to give this faithful report to the public. The present sickness, diagnosed by the doctors as dysentery, caused most likely by impure water, appeared in the asylum some three weeks ago and has continued up to the present time. During all this time four or five physicians, besides our regular visiting doctor, have been fighting this disease, which has so far attacked some one hundred and fifty children. Two-thirds of this number, however, suffered with but a mild form of the sickness, and but five cases in all proved fatal. The sick children have been sent to a private sanitarium at the seaside, where the doctors report them as doing quite well. It has been decided to send those of the remaining seven hundred who have a parent or guardian to their various homes for several weeks; while those that have no parent or guardian are to be taken to the seashore.

At the Hebrew Sheltering Guardian Society, One Hundred and Fifty-first Street and the Boulevard, it was said that there was no illness; that the children never were in better health, and that they could find no fault with the water. She same statement was made at the Sheltering Arms, One Hundred and Twenty-ninth Street and Amsterdam Avenue. The matron, however, said that she had had five cases of dysentery several weeks ago, and, believing it came from the water, had taken the precaution to boil it since.

A well-known Harlem physician made the statement yesterday that there were forty or fifty cases of dysentery in the flats on Amsterdam Avenue between One Hundred and Twenty-ninth and One Hundred and Thirty-third Street, and that he believed it was due to the water. It is alleged that there is a dead end of a water main on Amsterdam Avenue, near One Hundred and Thirty-eighth Street, which, when blown off a short time after the epidemic began, flowed black, slimy water for half an hour.

THROUGH TRAINS TO TREMONT.

The New Elevated Station Platforms at 129th Street Are Opened to Traffic.

Trains will be run over the Third Avenue Branch of the Manhattan Elevated from the City Hall to One Hundred and Seventy-seventh Street, beginning probably to-day. The old station at One Hundred and Twenty-ninth Street and Third Avenue was abandoned at 8 o'clock yesterday morning and what remained of it has about disappeared, the work of tearing it down having gone on while the new station was nearing completion.

The new platform is between Second and Third Avenues and is parallel with the platform of the Suburban and New Haven lines. South of it is a third platform parallel with the others, which is intended to be used as the terminal of the Second Avenue line. A bridge above the tops of the cars connects the three platforms with stairs descending to each one. The old ticket office is still used, and a large force of gatemen was employed yesterday to prevent confusion and direct people to the right trains. The people on alighting from the cars were prone to walk forward toward Second Avenue, and hundreds had to be turned back to the steps which lead up to the bridge overhead. This they crossed, and descended again to the level of the train platforms, from which another descent was necessary to the street.

The traffic was carried on smoothly, and the gatemen had little difficulty in controlling the crowd, although an unusual number of inquiries was made, and some of them grew impatient as the day wore on. At each staircase a man was stationed on the bridge, and called out frequently: "Tremont and New Haven trains!" "Third Avenue trains!" which did much to prevent the passengers from descending to the wrong cars.

The crowds were large, and at times the stairs and the bridge were almost choked with people, some coming and some going, and surging against each other. And yet the Second Avenue platform was not in use. When it is, there will be a large increase in the crowd, and the difficulty of getting up to and down from the bridge will be more difficult than now.

The Second Avenue trains, on reaching One Hundred and Twenty-ninth Street, will turn to the left and go westward to their terminal, while the Third Avenue trains turn to the right and go eastward. Only some slight alterations are required to enable them to run through on the suburban tracks, which terminate at One Hundred and Seventy-seventh Street, and these probably will be made to-day. The experiment yesterday was considered a success in doing away with the congested train service of the road, but much more interest will be taken by General Manager W. J. Fransioli in the result of the operations to-day.

Free Entertainment at the Y. W. C. A.

The Young Women's Christian Association will give an entertainment this evening at 8 o'clock at its rooms, 7 East Fifteenth Street. Miss Marie Leslie Bingham will be heard in a series of readings. Her selections will include, "A Sisterly Scheme," by H. C. Bunner; "Love Me, Love My Dog," by Richard Harding Davis; "The Whistling Regiment," by James Clarence Harvey; "That Old Sweetheart of Mine," by James Whitcomb Riley. Henry Iceborg, the blind pianist, will also be heard. This is the eighth in the series of free entertainments in the course of recreation and instruction at the Summer school founded by Miss E. Doheny, chaplain of the Young Women's Christian Association. All women are invited to attend.

A Child Strangely Missing.

Mark Solomon of 65 Mangin Street, Manhattan, reported to the Brooklyn police yesterday that his daughter Tessie, aged one year and nine months, had been missing since 3 o'clock Saturday afternoon. He left the child for a moment at the Brooklyn end of South Ferry, and when he returned to look for her she was gone. Although there were a number of people in the ferry-house, no one had seen the child wander away, and there is no clue to her whereabouts.

CASTORIA.

Bears the Signature of

The Kind You Have Always Bought

REPORTS OF OUR CONSULS

S. B. Everett, at Batavia, Writes of the Match Industry in Java.

CANADIAN CHEESE INDUSTRY

The Farmers Have an Elaborate Method for Placing Their Product—Good Market for Our Apples in France, Says Consul Brittain.

Sydney B. Everett United States Consul at Batavia, capital of the Dutch East Indies, in his report of May 28, 1898, which is published in the advance sheets of Consular reports, gives a sketch of the match industry in Java. It has, he says, proved a great disappointment, there being only one factory, that at Noothout, in the Kedirie district. Even in spite of the high duty levied on the imported article, it nevertheless surpasses the sale of the home product. The manufacturers have lately applied for a bounty from the Government, claiming that with this assistance they will in five years' time get a foothold in the market. The Government, it appears, is not inclined to grant the request.

Swedish matches there have a good sale, though high in price, and are handled largely. Singapore and Hongkong also make a considerable shipment to Java. Japanese matches, too, sell, despite their poor quality—a quality on a par with the native product. The Consul states that it is not unusual during the six months' rainy season to strike a whole box of Japanese matches without getting a single light.

Louis H. Aymé, our Consul at Guadeloupe, speaks of the economic condition of his district in his report, dated July 6, 1898. The provision problem there was a difficult one not long ago, but the situation is alleviated now. There has been a provisional extension of the privilege of "minimum tariff" to products coming from and originating in the United States. Large quantities of excellent flour have been brought in and sold at a remarkably low figure, and the danger of actual suffering on the part of the people is past, though prices have not yet become normal.

May Suppress Bounties.

There is a deficit in the budget of $142,627. To combat this shortage various bounties are to be suppressed, and other economical measures instituted. There is a heavy yearly expenditure on an educational institution which is of doubtful value. It employs more professors than many of our American colleges, and costs the colony $115,800 a year. Its entire suppression has been voted for, but being under national supervision it will take a year to accomplish the purpose. Meanwhile the appropriation is being lessened by degrees.

The report concludes that the island is capable of producing great riches, and that large amounts of American capital could be profitably invested in coffee, cocoa, timber, &c., provided a vigorous and economical administration can be obtained.

Henry S. Culver, Consul at London, Ontario, in his report of July 25, 1898, gave some additional facts to the report already published by Consul Dickinson of Nottingham, England, in regard to the importation of cheese into the United Kingdom. Mr. Culver's report goes far to explain the fact that 58 per cent. of the cheese imported into the British possessions in 1897 came from Canada, while only 24 per cent. came from the United States.

Ninety per cent. of the Canadian product is exported, and made with this end in view. Realizing the necessity for exporting a uniformly fine article, the manufacturers have an organization which controls the quality. The Dominion and Provincial Governments have aided them by appointing instructors, who regularly visit the factories and superintend the manufacture of the cheese. The manufacturers of the Dominion of Canada are divided into district associations, over which certain officers preside, and a record is kept of all transactions. The manner of placing their product on the market also tends to bring the producer and exporter in closer touch, besides enabling the manufacturer to obtain the highest prices as based upon the latest market report.

The Plan in Canada.

The Consul continues:

"A method which, I believe, is generally adhered to throughout the Province of Ontario is as follows: Each district or sub-association holds a weekly market, at which market any factory in that district may advertise the number of boxes of cheese it has for sale, stating the color and age. The boxes are then and there sold to the highest bidder, and no cheese is bought or sold and no negotiations of any kind are entered into relating to the purchase or sale of cheese on market day, except in public competition under this system. There are eighteen such associations in the Province of Ontario, representing 1,206 factories, with an annual output of more than 100,000,000 pounds."

Consul Ruffin writes from Asuncion, capital of Paraguay, in regard to the manufacture of matches in Paraguay. He says there are but two factories in Asuncion, which make chiefly wax matches. The factories are small, and probably do not supply the demands of the country, though liberal concessions are made by the Government to the industry. Wax matches retail at 1½ cents per small box, and wooden ones at five-sevenths of a cent. In 1897, 13,158 pounds of the latter were imported, and came chiefly from Sweden. The importation of wax matches is insignificant.

Consul Ruffin says that though it might be a little difficult for our matches to compete at first, they would nevertheless ultimately win a place in the market there. He further says that there is much enthusiasm over a plan instituted by the Government to assist the farmers in the cultivation of the land. Through the Agricultural Bank the Government issues to each farmer $800 in paper as a loan on the property. It is urged in behalf of the class which does not own property that the Government purchase large tracts of arable lands, let them to her farmers, and give them farming implements, seeds, and so on. The object of this scheme is to centralize the now widely scattered farmers, and induce heavy foreign colonization.

In the communication to the Department of State on July 8, 1898, Consul Brittain of Nantes says there is great possibility for extending the market for dried apples in France, more particularly in Brittany. During the past year 12,000 barrels were received by the merchants of Nantes. These apples are chopped into slices just as they come from the trees, skins, spurs, and seeds, and after evaporation are packed in barrels ready for shipment. They are soaked in water, to which a little sugar has been added, and made into cider. They retail for about 7 cents a pound. In nearly every grocery American dried apples are for sale. There were special demands last year owing to the light crop in France, but every indication points to not more than half a crop this year. Dried apples from Germany are also used for cider, but are very inferior to the American product.

Merchants of the United States can ship cargo lots to St. Nazaire and Nantes and place the goods on the market at a much lower rate than by sending them first to Havre to be reshipped.

Trade with India.

In a report prepared by United States Consul General R. F. Patterson at Calcutta on the trade between Calcutta and the United States and other countries, the statement is made that the immense trade of India is gradually slipping away from Great Britain, which has had control of the trade for the last hundred years. It is now going to other countries, especially to Germany, Austria-Hungary, Italy, and Belgium, while that with France and Russia, like England's, is falling off.

One point in particular brought out by the report is the growing competition of the United States in supplying its manufactures to the world at large. The report says that the high-paid labor of our country under intelligent, progressive management, improved machinery, and transportation rates are enabling the United States to outstrip Europe, with her low wages, frugal living, and long hours. Attention is called to the large importation of steel rails as evidence of this fact. The report also states that our present direct communication with India, with its saving in expense of ship- [illegible]

NATIONAL GUARD AFFAIRS.

Positions Likely to be Held for Officers Who Resign from the Volunteer Service.

Local National Guardsmen have been discussing since Saturday the status in the Guard of officers who have resigned from the volunteer commands now in the field. This talk has been apropos of the visit of Capt. Tompkins and Capt. Walton of the Ninth Regiment on Friday to Albany to confer with the Adjutant General about their status in the Guard.

Gen. Tillinghast was not in the city, but Assistant Adjt. Gen. Phisterer gave them an audience and explained the position of the Albany headquarters in the matter. He assured them, it is said, that they would still hold their positions in the Guard, and so would any National Guard officers who might withdraw from the volunteer service. The leave of absence they received when they went to the front is considered as effective till the regiment returns.

To leave the Guard, Gen. Phisterer said, a volunteer officer must resign to the Governor of the State. Headquarters is at a loss to understand how officers who have merely resigned to the War Department can be considered out of the National Guard, when their resignations have not been received at Albany. In the case of officers who went into other regiments than their own, they will be entitled to go back to their old places. Capt. George W. Rand of Company F of the Seventh Regiment furnishes such an example. He took a Majorship in the Two Hundred and First. When that regiment is mustered out, the Captain will have the right to his former Captaincy. The fact of the vacancy having been filled meanwhile would offer no bar, as the new incumbent would have to withdraw.

This view of the officers' standing in the Guard is not generally indorsed. There are plenty of officers in high standing in the Guard who maintain that logically the leave of absence granted on going to the front cannot apply in its restorative power to those who have withdrawn from the volunteer service. These are sustained by officers in the provisional regiments, who protest already against the probability of officers who have left the regiments at the front coming home after the provisional organizations have been all formed and stepping into good positions when the very regiment they discarded returns.

One provisional officer who has practically lived in the armory since April, building up the organization, said yesterday: "It is almost a certainty that when the old regiments return there will be so many defections on the part of those who will be heartily sick of military service the State will have to fall back upon the provisional organizations for the basis of the Guard's strength. It will therefore be unfair to those who have built them up to be thrust aside for men who came home from the front on one pretext or another. We don't mind giving way to officers who have staid through the war."

A DISAPPOINTED OFFICER.

A Servian Who Would Fight for Us Not Allowed to Land.

On the steamship Pretoria, which arrived on Saturday, was Lieut. Peter Jabanowics of the Servian Army. Lieut. Jabanowics resigned his commission as commanding officer of a cavalry company in order that he might take up arms for the United States. Upon his arrival here he was detained at the Barge Office, as he had only $10 and the war was over.

The Lieutenant's detention greatly irritated him, but he hopes to be liberated to-day through the aid of Nikola Tesla. Jabanowics says he fought through the Bulgarian-Servian war side by side with a brother officer who is a cousin of Tesla.

Jabanowics is thirty-two years old, and has served in the army for fourteen years. He is an expert broadswordsman and has been under fire a number of times. King Milan gave him a decoration for gallantry in action.

Should he be allowed to remain, Jabanowics says he will learn the English language as rapidly as possible and will reside in this country.

NEW CHURCH FOR JERSEY CITY.

Simpson and Grace Methodist Congregations May Unite.

There is a probability that Simpson and Grace Methodist Churches of Jersey City Heights will shortly be united as a result of a railroad improvement.

Simpson Church was established about forty years ago on Central Avenue. When the Marion section was built up, many members of its congregation moved there, and as a result Grace Church was built on Tonnele Avenue eighteen years ago. It was regarded as a ward of the parent church. Subsequently trouble arose in Grace Parish, and some of the members went back to Simpson and others established the Willing Workers' Mission.

Now the Erie Railroad Company proposes to purchase Simpson Church, the parsonage, and the grounds, because the property will have to be cut away in making the proposed open cut through the Heights for the elevation of its tracks in Jersey City, which work has been begun.

When the property is sold, it is designed to have Grace Church sell its property also, and to unite all the parties in one handsome and commodious edifice to be erected at Pavonia and Summit Avenues.

The Rev. Robert M. Aylesworth, pastor of Simpson, and the Rev. Winfield S. McCowan, pastor of Grace Church, said yesterday that while such a project was talked of it was too soon to give any details, because the plan could not be carried out unless the Erie Railroad bought the Simpson Church property. They could not positively say that this sale would take place, though it was considered probable.

THE CATHEDRAL LIBRARY.

A Growing Institution That Circulates Books on the Free Plan.

One of the growing institutions of New York is the Cathedral Library, at 123 East Fiftieth Street. Although under the direction of the Rev. Joseph H. McMahon, one of the priests attached to St. Patrick's Cathedral, this is not a religious institution, but is a free circulating library and is conducted under a charter from this State. The total number of books in this library on July 1 was 28,533, of which more than 4,000 had been added by purchase and gift during the year ended June 30. Within that twelvemonth the circulation for home use aggregated 141,763 volumes, and nearly 5,000 books were used for consultation in the reference room. The Cathedral Library has three branches, as follows: Nativity Branch in Second Avenue, Church of the Nativity; St. Agnes's Branch in Forty-fifth Street, Church of St. Agnes, and St. Monica's Branch, Church of St. Monica, East Seventy-ninth Street.

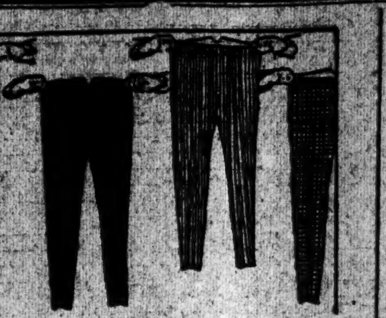
Since the organization of the Cathedral Library Dr. McMahon has been assisted in his work by several educated women who volunteered to spend their leisure hours on the premises. Under Dr. McMahon's direction these women have classified all the books in the library, prepared catalogues, and attended to the circulation and all other matters pertaining to the successful operation of the institution. Miss Agnes Wallace is the chief librarian, and other women who have done valuable service are Miss A. M. Wallace, Miss Leonora Hinsdale, Miss Corinne Doughty, and Miss E. Morris. James Veit is Superintendent of the institution.

Out of the Cathedral Library have grown, first, the Cathedral Library Association, and, second, the Cathedral Library University Extension. The last-named institution is operated under a charter granted by the New York Regents, with Dr. McMahon as Moderator. The Cathedral Library Association was organized for the purpose of distributing good literature. This association has already published a number of valuable books.

Railroad in Madagascar.

Acting Consul M. W. Gibbs, at Tamatave, Madagascar, reports that the French Government has granted a concession to a French company to build a canal from Andevorante to Tamatave, both towns on the eastern coast of Madagascar, and about sixty miles apart. A railroad will be constructed between Tamatave and Ivondro, which will immeasurably simplify transportation to the capital, Tananarive, in the interior.

The expenditure for the railroad will be very high, because of the mountainous character of the country through which it must pass. Its value will, however, compensate for the outlay for several reasons. In the first place, the shortening of the distance between Tamatave and Tananarive will be about 50 per cent., and the expense of transportation much reduced. Also facilities will be afforded for the transportation of passengers and freight to the distributing [illegible]



Suppose you look your legs over—they may need recovering.

It'll have to be a queer kind of legs and a queer sort of taste that we can't satisfy.

Of course we cover all the rest of the body—boys' bodies too.

ROGERS, PEET & CO.

Warren and Broadway.
Prince and Broadway.
Thirty-second and Broadway.

THE CENTRAL LABOR UNION

Delegates Complain that Street Cars Will Not Stop for Passengers.

APPEAL TO THE ACTING MAYOR

Acting Controller Asks for Union Rates of Wages—Union Men Should Welcome Victorious Fleet, Say the Delegates.

The Central Labor Union, at its meeting yesterday, discussed the dangers to which passengers are exposed in boarding cable and trolley cars, whose platforms are of irregular heights from the ground and whose gripmen, motormen, and conductors will not stop to enable the passengers to get on and off with safety.

It was Delegate Ryan of the photo-engravers who first brought up the matter. He is no longer young, and is rather heavy. One day last week, while trying to get off a car whose conductor would not stop, he landed with much greater force than he had expected, on account of the swift motion of the car and the great height of the platform from the ground, and he injured himself internally. He spoke to friends about the matter, and found that they all had the same complaints to make. So he wrote a letter to Acting Mayor Guggenheimer.

The delegates who listened to Mr. Ryan agreed with him, and there was not one present who had not occasionally had disagreeable experiences with the cars.

In making his report, Delegate Ryan said: "I sent a carefully worded letter to Acting Mayor Guggenheimer, showing the danger of people being killed or maimed. In that letter I pointed out the necessity of a city ordinance providing that all car platforms should be of equal height and width, and that cars must be brought to a standstill to allow passengers to get on and off. Some of the platforms are a foot high, and others seem to be nearly a yard high. It is one of the commonest sights to see ladies who cannot board the cars owing to the height of the platform being helped on by conductors.

"But this is not all. Both motorman and conductor are unwilling to stop the car to let passengers off or on, and often a man takes his life in his hands in boarding a car. Unless a man is old or decrepit, gripmen, motormen, and conductors will not stop a car, and any other man risks being dashed against a pillar of the elevated railroad in boarding a Third Avenue car or being bodily thrown off and falling under the wheels if he tries to get on a trolley car."

"A man has to be an acrobat nowadays to board a car," remarked a delegate.

Rough on Fat Women.

"Even the women are learning to take flying jumps on the cars," said another. "Many of them now board cars like the old-time news girls, but it is rough on the fat women."

"I called the attention of the Acting Mayor to the case of a man who was recently killed at the Bowery and Fourth Street while trying to board a moving car," continued Delegate Ryan, "and Mr. Guggenheimer sent a courteous reply stating that he would have the matter investigated. I then talked with Alderman Cronin, who said he was glad that the matter was at last brought up, and he expressed astonishment that it had not been agitated long ago. He promised me to support a bill for a city ordinance regulating the methods of the street-car companies, and expressed the opinion that all car platforms should not be higher than six inches from the ground."

All the delegates agreed with Mr. Ryan, and many of them recalled instances of narrow escapes that either they or their friends had had in boarding or getting off cars.

"Last week," said a delegate, "when I was coming down town in a Lexington Avenue car a young man wanted to board the car. The motorman would not slacken up, and the young man ran alongside to gain sufficient momentum to jump on safely. His foot just slipped from the platform as he made the spring. He held on to the railing and was being dragged along, and the passengers thought every moment that he would be dragged under the wheels. The conductor had the presence of mind to give three rings, and the motorman turned off the current and put on the brake, but the car did not stop for half a block."

Do Not Blame the Employes.

The delegates did not blame the conductors or the gripmen for these acidents. They had talked with these men, who said that they were compelled to make a certain number of trips every day to get a full day's pay, and that if they did not hurry they were liable to suspension.

The meeting decided to wait for another week to see what action would be taken by the Acting Mayor in the matter.

A letter was received from Deputy Controller Daly asking the Central Labor Union what were the standard rates of wages in the following trades: Blacksmiths, from May 10, 1894, to June 30, 1898; harnessmakers and carpenters during the same time; wheelwrights, from Oct. 1, 1894, to June 1, 1898; riggers, from Feb. 29, 1894, to June 1, 1898; mechanics and draughtsmen, from June 18, 1896, to July 1, 1897; machinists, from May 10, 1894, to Jan. 1, 1898.

The general impression that prevailed among the delegates was that suits were contemplated by some men for overtime, as men of all these trades are employed by the city. The Secretary was directed to give the Deputy Controller the information asked.

An informal talk was had as to the desirability of unions turning out to welcome the victorious fleet on its arrival here. Delegate Barr said it would only be proper for the unions to turn out, but the time for making preparations was too limited, as the fleet, it was announced, would soon arrive. Delegate Owen Carroll suggested that all unions who could get together enough of thir members should be advised to turn out or send committees. Delegates William A. Perrine and John H. O'Connell spoke in favor of turning out, but nothing definite was done.

K. OF L. REPRESENTATION.

D. A. 49 Discusses the Subject—A Washington Knight Seeks Redress but Gets the Cold Shoulder.

District Assembly No. 49, Knights of Labor, met yesterday afternoon in Brevoort Hall, in Fifty-fourth Street, near Third Avenue, and discussed the question of making changes in the representation of the local assemblies. Hitherto each local assembly has sent three delegates to the District Assembly, and it has been proposed to increase the representation of those local assemblies who have memberships of over 300. The weaker local assemblies object to the proposed innovation on the ground that [illegible]

the matter was referred to the General Executive Board of the order in Washington.

District Master Workman Lawson of District Assembly No. 66 of Washington called to appeal to the men of No. 49 to assist the men of his assembly, who have been indicted for boycotting a carriage manufacturer of Washington by the name of Walters. The knights of Washington claimed that Mr. Walters had violated an agreement that he made with them, and they declared his firm unfair. This action of the knights affected his business, and he secured their indictment under the conspiracy law. District Assembly No. 66 appealed to the General Executive Board of the Knights of Labor, but that body would not interfere, and one of the members said the boycotters ought to go to jail. The district assembly thereupon sent out an appeal to all Knights throughout the country, and made reflections upon some of the general officers of the order. For this it appears that District Master Workman Lawson was suspended by General Master Workman Hicks, and when Lawson knocked yesterday at the portals of No. 49 he was refused admission, although he was armed with all the requisite pass words to work his way in. Mr. Lawson said that General Master Workman Hicks has no power to suspend him.

STRIKES ON PUBLIC SCHOOLS.

The Board of Walking Delegates May Order Them To-day.

The committee appointed by the Board of Walking Delegates to see Superintendent of Public School Construction Snyder and ask him to make the contractors pay the carpenters at work on public schools the standard rate of wages of $3.50 for eight hours' work is to report to the board at its meeting this afternoon. The plumbers, tin and sheet-iron workers, and painters have made similar complaints about being underpaid, and the committee will plead their cause also.

It is believed that Superintendent Snyder will tell the committee that he has no control over the contractors, and then the Board of Walking Delegates will order general strikes on all the school buildings where union men are at work. About four years ago the board ordered general strikes on certain schools during vacation time, and the result was that the opening of those schools was delayed.

TROUBLES OF THE TAILORS.

Pressers and Finishers Preparing to Strike This Week.

The pressers and finishers of the Brotherhood of Tailors have been making preparations to go on strike this week for an increase of wages, as they say they are unable to subsist on what is being paid them now. There are about 3,000 men in these two branches of the trade.

The pressers held a mass meeting at Walhalla Hall Saturday evening to take a vote as to whether they should strike or not. Joseph Barondess advised them not to strike until they were more thoroughly organized. So they resolved to hold a series of mass meetings at once to organize thoroughly, and to go on strike the latter end of the week. The first of the mass meetings will be held this evening at 50 Essex Street.

It was said that the strikes of the pressers and finishers would be followed by strikes of the other branches of the Brotherhood of Tailors, until about 12,000 men are involved.

The striking children's jacket makers and the knee pants makers reported yesterday that several contractors had granted their demands.

FIERCE EAST SIDE FIRE.

Three Factory Buildings in Monroe Street Considerably Damaged—Estimated Loss, $25,000.

Three east side factory buildings, 292 to 302 Monroe Street, took fire from some unknown cause at an early hour yesterday morning, and for two hours taxed to the utmost the energies of the Fire Department, which deluged the structures from land and water. The fire was discovered at 4 o'clock by Robert McAllister, a night watchman. It was then burning on the top floor of 294, a four-story building, occupied as a brass foundry by E. Landers & Brothers.

McAllister notified Patrolman Moran of the Delancey Street Station, who tried to send an alarm from the box at the corner of Monroe and Jackson Streets, but this box would not work, and he was forced to run to the box at Grand and Cannon Streets, two and a half blocks distant. The fireboat Robert A. Van Wyck was first on the scene, and sent the first stream of water into the flames. Capt. Connolly of the fireboat, saw that the blaze had already obtained considerable headway, and turned in a third alarm. This brought Chief Bonner to the spot, and he sent in a fourth alarm.

In a few minutes nineteen engines, five hook and ladder companies, and one water tower, together with the fireboat, were on hand. The fire burned with great rapidity, and soon the buildings on both sides of the one in which the fire was discovered, were in flames. It was not long, however, before the blaze was under control, and in two hours it was altogether extinguished.

Tenants in the dwelling houses across the street left their homes for a short time and the horses in the stables of the Dry Dock, East Broadway and Battery Railroad Company in Corlears Street, about fifty in number, were removed by the employes of the road, though they were at no time in danger.

The total damage by the fire is estimated at $25,000, and is divided among E. Landers & Brothers, brass founders; John McLean, iron worker; William Brown, paint manufacturer, all in 292 and 294; Rockwell & Co., chocolate makers; Anchor Paper Box Makers, in 296 and 298, and the Union Polishing Company, and Elias Reiss, shirtmaker, in 300 and 302. The buildings are owned by the Carroll estate. The losses are insured.

Wheelman May Be Fatally Hurt.

Joseph Fitzsimmons, thirty-eight years old, a salesman, of 592 Mott Avenue, Bronx, met with a probably fatal accident at 8 o'clock last evening at Whitestone. Fitzsimmons was riding his bicycle along one of the principal streets in Whitestone, when he was run into by a horse and cab and thrown from his wheel. His face and lip were badly cut. He also received other injuries which may prove fatal. He was attended by Dr. Kaufmann of Whitestone, and [illegible]

O'Neill's,

Sixth Ave. 20th to 21st St.

A Clean-up in Summer Dresses

for Women. People tell you that August is dull. Never!—here. We keep the store interest intense. Outside, painters laying on bright new colors.—Inside, a-crowding-in of new goods—multi-sales—earned by our daily-printed-believed-newspaper-items of values that this country has not known the match of this last thirteen days. The field is ours again to-day and you'll think so too when you see the dresses these half and less prices represent.

All the lawns, fancy figured Lappets, and tailor finished Holland linen dresses that have been selling here at $5 to $9.98 each are marked to sell at **$3.98**

What's left of lawn morning dresses are priced to-day to clear at $1.98 and **$2.98**

$18, $16, $14 down to $10 White Pique Suits, with both Eton and Reefer shaped Jackets have been clustered together and marked **$6.98**

ADDENDUM—Rather than wait till September to reduce the prices on these dresses, we've got at them early so as to catch you with lots of Summer ahead. It greatly helps you and that's what we're in business for.

H. O'NEILL & CO.

AMUSEMENTS.

DALY'S

THE TWENTIETH season of this theatre WILL BEGIN Thursday Evening, August 25th, with an elaborate production of the current London GAIETY THEATRE SUCCESS,

THE RUNAWAY GIRL,

In which Virginia Earl, Paula Edwardes, Mabelle Gillman, Belle Harper, and James Powers, Cyril Scott, Herbert Gresham, Wilfred Clarke, Arthur Donaldson, and Marguerite Lemon will appear. Every scene and costume new, and an UNEXCELLED ENSEMBLE.

**Box office opens Monday, August 22.
**Orders will be received in advance by Mail, Telegram, or Telephone. **First Matinée Saturday, Aug. 27.

Manhattan Beach.
Swept by Ocean Breezes.
BROADWAY THEATRE OPERA COMPANY. LAST WEEK.
The Highwayman, Evgs., 9 P. M. Sat. Mat., 4 P. M.
Victor Herbert's 22d Reg't Band Daily, 3:30, 7. Sunday, 3:30, 8.
Pain's Manila & Fireworks Evenings 8 P. M. sharp.

MADISON SQUARE GARDEN.
To-day 2:30. To-night 8:30.
"THOUSANDS CHEERED."—TIMES.
IMRE KIRALFY'S
OUR NAVAL VICTORIES.
POPULAR PRICES.

ACADEMY OF MUSIC, 14th St. & Irving Pl.
TO-NIGHT.
DENMAN THOMPSON, PRICES: 25, 50, 75, $1.00.
and his welcome play,
THE OLD HOMESTEAD.
Mats. Wed. & Sat., 2. Eve., 8:15.

POPS MADISON SQUARE ROOF GARDEN. EVENINGS AT 8:15. ADM. 50c. GRAND POPULAR CONCERTS By the Met. Permanent Orchestra. Cold or rainy nights perf. in Concert Hall. POPS

MATINEE NEXT SAT. POSITIVELY!
THE COOL CASINO! THEATRE TO-NIGHT YANKEE DOODLE DANDY!
Roof To-night! Rice's Summer Nights!

WORLD IN WAX EDEN MUSEE NEW WAR GROUPS
Orchestral Concerts. CINEMATOGRAPH

KEITH'S Continuous Performance. 25c., 50c. Noon to 11 P. M.
Jacques Kruger & Clare Palma, Laura Burt, Williams & Walker. Biograph. Cool Air.

KOSTER & BIAL'S ROOF GARDEN Adm. 50c.
Cole & Johnson—Cake Walk & Big Vaudeville Bill. In case of Rain performance in Music Hall.

Baseball, Polo Grounds, To-day, 4 P.M.
Chicago vs. New York. Admission, 50c.

THE TURF.

QUEENS CO. JOCKEY CLUB,
AQUEDUCT, L. I.
Races Every Day This Week at 2:30.
Admission to grand stand, $1.50. Ladies, $1.00. Race trains leave E. 34th St. 12:20, 1, 1:20, 1:30, 2:20 P. M., and Flatbush Av. 12:25, 1, 1:27, 1:30 P. M. Track also reached via Brooklyn "L" R. R.

TROLLEY CAR KILLS A BOY.

Another Fatal Accident in the Eastern District of Brooklyn.

Another child was killed early yesterday morning by a Brooklyn trolley car. The victim was Walter Webb, eleven years old, of 260 Eldert Street. The child had spent Saturday afternoon and evening with his family in Coney Island, and shortly before midnight they took a Halsey Street trolley car for their home. They got off at Halsey Street and Evergreen Avenue. The car had just started again and little Walter's folks waited for it to pass, as they had to cross the tracks to reach home.

The boy, however, ran ahead, and just before he had gained the other track was struck to the ground by the fender. One of the front wheels passed over his body, crushing his left leg and arm and that side of his chest. Walter's mother fell in a dead faint and had to be carried from the spot.

An ambulance was called from St. Mary's Hospital, and the child died at that institution. The motorman, Charles Billings, was arrested.

HAT MAKERS INDIGNANT.

Severe Tests Imposed by the Quartermaster's Department.

The methods pursued by the Government Inspectors in the Quartermaster's Department in Philadelphia in examining hats presented in fulfillment of contracts has been severely criticised by manufacturers. The formula for ascertaining the wearing qualities and the textile strength of a fur hat in vogue at the United States Armory is peculiar.

The Inspector selects a hat at random, and with his knife cuts a gash across the brim straight from the outside to the crown. He then nicks one of the cut edges, tears the felt, and according to the resistance afforded by the felt in the tearing process he bases his opinion of the wearing qualities of the felt. The same process is used upon the crown, and the decision of the Inspector is final.

Interviews with several of the prominent hat manufacturers develop the fact that the largest and most responsible among them have declined to enter into or consider in any way bids for army hats. Few hatters are satisfied to accept this test as to whether his hat is good felt or made in accordance with Government specifications, and, as thousands of hats have been peremptorily [illegible]

The New York Times.

WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

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STOCK EXCHANGE SUMMARY.

	Shares.
Stocks week ended Aug. 13...	2,535,976
Same week last year.....	3,478,390
Stocks to date this year.....	61,500,638
Corresponding date last year.	38,766,831

Bonds for the week.....	$21,241,150
Same week last year.....	22,576,650
Bonds to date this year.....	514,519,270
Corresponding date last year.	307,038,788

Money rate range for week: Collateral loans on call, 1@5; at three months, 2½; at six months, 3@3½ per cent. Commercial paper, sixty to ninety days, 3¼@3¾ per cent.

GREAT WESTERN.

A Review of the History and Present Status of the Lowest Priced Granger.

Reports of increasing earnings attesting the steady progress of the Chicago Great Western Railroad and the recent announcement that the preferred "A" stock of that company is to become a dividend payer next January have been attracting more and more Wall Street attention to the property. Herewith is presented Chicago Great Western's record and a review of its present physical and financial conditions and of the status of its securities:

The Chicago Great Western Railway was chartered Jan. 5, 1892, under the laws of the State of Illinois, for the purpose of reorganizing the Chicago, St. Paul and Kansas City Railway on a cash basis. The latter company was incorporated June 1, 1886, under the laws of the State of Iowa, and acquired by purchase the Wisconsin, Iowa and Nebraska Railway, extending from the City of Des Moines to the City of Waterloo; also a branch line extending into the City of Cedar Falls; also a branch line connecting with the main road near the town of Valeria and extending southeasterly to certain coal mines on the Skunk River—in all about 115 miles in the State of Iowa.

In 1877 an extension of 26 miles was completed and opened for operation July 1 from Waterloo to Oelwin, a point on the main line of the Minnesota and Northwestern Railroad. This latter company was purchased on Dec. 8, 1877, and had been in existence since March 4, 1854, but the road from St. Paul to Lyle, Minn., 109 miles, was not opened until Oct. 3, 1885. Further developments of the Minnesota and Northwestern resulted in the completion of a branch line from Lyle to Manly Junction in November, 1885; from Hayfield, Minn., to Dubuque, Iowa, 172 miles, December, 1886. Part of the latter line was built by the Dubuque and Northwestern Railway, and in November, 1886, that company was consolidated with the Minnesota and Northwestern, the stockholders of the former receiving 60 per cent. in common and 40 per cent. in preferred stock of the latter. The Dubuque and Dakota Railway, extending from Sumner to Hampton, Iowa, 63 miles, was purchased in January, 1887. In August of that year an extension of 97 miles from Chicago west to a connection with the Iowa Central Railroad, near Freeport, Ill., was completed and opened for business, and in February, 1888, an extension from this same connection to Dubuque was completed and a through line made from St. Paul and Minneapolis to Chicago.

Development of the System.

An extension of the Chicago, St. Paul and Kansas City from Des Moines, Iowa, to Waterloo, a distance of 159.25 miles, was opened for traffic Jan. 1, 1889. The main line from Lyle to Manly Junction, 20.20 miles, was leased to the Iowa Central Railway, but the lease was surrendered Feb. 1, 1890, and thereafter operated by the Chicago, St. Paul and Kansas City, together with 9.10 miles from Manly Junction to Mason City, Iowa, leased from the Iowa Central Railway. The total mileage owned, leased, and operated at the close of the fiscal year 1891 was 922.45 miles, as follows: Main line: St. Paul to Dubuque, Iowa, 283.53 miles; Aiken, Ill., to Forest Home, Ill., 144.78 miles; Oelwin, Iowa, to St. Joseph, Mo., 259.86 miles. Branches: Manly Branch, Hayfield, Minn., to Manly Junction, Iowa, 47.20 miles; Hampton Branch, Sumner, Iowa, to Hampton, Iowa, 63.40 miles; Cedar Falls Branch, Wilson Junction, Iowa, to Cedar Falls, Iowa, 7.48 miles; Valeria Coal Branch, Valeria, Iowa, to Coal Mines, Iowa, 3.20 miles; Wasioja Branch, Eden, Minn., to Wasioja, Minn., 4 miles. Leased: Leavenworth and St. Joseph Railroad, Bee Creek to Beverly, Mo., 23 miles.

The company had trackage rights over the Great Northern from Minneapolis to St. Paul, Minn., 10.56 miles; Duluth and Dubuque Bridge Company, Dubuque, Iowa, to East Dubuque, Ill., 0.59 mile; Illinois Central Railroad, East Dubuque, to Portage Curve, Ill., 13.23 miles; Chicago, Burlington and Northern Railroad, Portage Curve to Aiken, Ill., 1.85 miles; Chicago and Northern Pacific Railroad, Forest Home to Chicago, Ill., 10.18 miles; Des Moines Union Railway, in Des Moines, Iowa, 2.26 miles; Des Moines and Kansas City Railway, in Des Moines, 0.44 mile; Kansas City, St. Joseph and Council Bluffs Railway, in St. Joseph, Mo., 0.81; St. Joseph Terminal Company, in St. Joseph, Mo., 0.39; Atchison, Topeka and Santa Fé Railroad, St Joseph, to Bee Creek, Mo., 7.63; Chicago, Rock Island and Pacific Railway, Beverly, Mo., to Leavenworth, Kan., 2.52; Leavenworth Bridge Company, across the Missouri River at Leavenworth, Kan., 1.12; Union Pacific Railway, in Leavenworth, Kan., 1.93; Leavenworth Union Depot Company, in Leavenworth, Kan., 0.14; Kansas City, Wyandotte and Northwestern Railroad, Leavenworth, Kan., to Kansas City, 30.13.

Capital Stock and Funded Debt.

The capital stock of the Chicago, St. Paul and Kansas City on June 30, 1892, was $14,892,100, and the funded debt consisted of $2,823,150 sterling priority 5 per cent. loan, due Jan. 1, 1934; $9,628,000 first mortgage Minnesota and Northwestern 5 per cent. fifty-year gold bonds due July 1, 1934; $9,326,000 first mortgage Chicago, St. Paul and Kansas City Railway 5 per cent. fifty-year gold bonds due July 1, 1936; $4,886,060 general mortgage Chicago, St. Paul and Kansas City 4 per cent. 100-year gold bonds due Jan. 1, 1989; $4,981,700 income bonds, 5 per cent. non-cumulative, due July 1, 1936, interest payable when earned, a total of $31,644,850. The company reserved the right to pay the priority loans before maturity at 105 upon giving six months' notice, and was not bound to pay any interest on income or dividends on stock until the priority loan was paid off.

Comparison of Earnings.

For nine months of the fiscal year 1886 the average mileage was 109, gross earnings were $292,623, net $93,137, surplus $1,137. Mileage in 1887, 355; gross earnings for the full fiscal year, $1,216,410; net, $416,499; surplus, $71,328; 1888, mileage, 608; gross earnings, $2,234,204; net, $417,680. Total net, $424,991; deficit, $324,560. 1889, mileage, 750; gross earnings, $2,757,860; net, $628,244; total net, $648,370; deficit, $470,799. 1890, mileage, 844.76; gross earnings, $4,211,559; net, $945,674; total net, $959,779; surplus, $608,954. 1891, mileage, 886.90; gross earnings, $4,353,395; net, $975,055; total net, $982,511; surplus, $534,943. 1892, mileage, 922.45; gross earnings, $5,016,684; net, $1,252,607; total net, $1,260,063; surplus, $654,209. The percentage of expenses to earnings in 1886 was 68.17; in 1887, 65.76; in 1888, 81.31; in 1889, 73.98; in 1890, 75.22; in 1891, 77.61, and in 1892, 75.04.

The Chicago Great Western Company, as already stated, was organized in January, 1892, to facilitate the reorganization without foreclosure of the Chicago, St. Paul and Kansas City, leasing the latter property for a period of ninety-nine years from July 1, 1892. Under the articles of incorporation the company was authorized to issue $15,000,000 4 per cent. debenture stock, interest payable semi-annually in gold; $15,000,000 5 per cent. preferred stock, "A," dividend contingent upon earnings, payable semi-annually in gold; $10,000,000 preferred stock, "B," dividend contingent on earnings, payable in gold, and $30,000,000 common stock.

Plan of Reorganization.

The reorganization plan, dated Oct. 8, 1892, provided that the Chicago Great Western should assume all the obligations of the Chicago, St. Paul and Kansas City maturing prior to the first mortgage bonds. The holders of the latter, as well as the holders of the minimum [illegible] were given in exchange for each $1,000 bond, with coupon of January, 1893, and all subsequent coupons, $500 in debenture stock and $600 in preferred "A" stock; holders of the general mortgage bonds were given for each $1,000 bond a like value in preferred "B" stock. Holders of the income bonds were given an option of sixty days after the acceptance of the scheme of reorganization by the first mortgage bondholders to pay an assessment of 10 per cent. in cash on the nominal amount of their bonds, and to make over the bonds in exchange for twice the amount of cash paid in preferred "B" stock and twice the amount of the bonds made over in common stock.

Holders failing to exercise this option or to pay the assessment within the time specified were entitled to exchange their income bonds for 150 per cent. in common stock of the Chicago Great Western. Holders of Chicago, St. Paul and Kansas City common stock were also given an option for sixty days to pay an assessment of 10 per cent. in cash on the nominal amount of their common stock, and to make over the common stock in exchange for twice the amount of cash paid in preferred stock, "B," and an amount equal to the stock made over in common stock of the Chicago Great Western. Holders failing to exercise this option or to pay the assessment within the time specified were entitled to exchange their common stock for half the amount in common stock of the Chicago Great Western.

Securities Assumed and Issued.

The securities assumed and the new securities issued to complete the reorganization were: Rolling stock lease warrants, assumed, $1,723,430; priority lien, assumed, $2,823,150; exchanged, $18,954,000 first mortgage bonds for $9,477,000 debenture stock and $11,372,400 preferred stock; exchanged, $4,886,000 general mortgage bonds for $4,886,000 preferred "B" stock; exchanged, $4,891,700 income bonds (all assessments paid or forfeited stock sold) for $9,783,400 common stock; exchanged, $14,892,900 stock (all assessments paid or forfeited stock sold) for $14,892,900 common stock. For cash assessment 10 per cent. on $4,891,700 income bonds, $978,340 in preferred "B" stock; for cash assessment 10 per cent. on $14,892,900 stock, $2,978,580 preferred "B" stock; issue for any future capital requirements in excess of assessments on income bonds and stock, $2,000,000 debenture stock. Total assumed and new issues, $60,915,200.

Under the plan there was available for payment of floating debt for capital expenditures in addition to the proceeds of $2,000,000 debenture stock, $1,478,460. The full amount paid in for assessments or sale of forfeited stock, where assessments were not paid, aggregated $1,978,460, but $500,000 was deducted for purchase of the Leavenworth and St. Joseph Railway, which was made in January, 1893, leaving the above result.

Status of the Stock.

The holders of the debenture and preferred "A" stocks are entitled to appoint a Finance Committee to exercise a general supervision and control the finances of the company. The Finance Committee is composed of the Right Hon. William Lidderdale, a Governor of the Bank of England, who is Chairman; Howard Gilliat, Sub-Governor of the London Assurance Corporation; Alexander F. Wallace, a Governor of the Bank of England; Edwin Waterhouse, of the well-known firm of chartered accountants; Price, Waterhouse & Co., and C. Sligo de Pothonier, also of London, and a member of the late reorganization committee of the Atchison Road.

Additional amounts of the two classes of securities, debenture and preferred "A," can only be issued with the consent of a majority of both classes of stock present at a meeting. Securities of other issues to have a prior lien to preferred "A" can be created only with consent of two-thirds of both classes. In case of liquidation the net assets of the company shall be applicable to the payment in gold of the different classes of stocks or securities, in the same order of priority as the interest or dividends on such stocks or securities are provided to be paid. A deed of the property in a trust company, as trustee, secures the rights of the debenture and preferred "A" stockholders.

[illegible] 30, 1894, securities of the Chicago, St. Paul and Kansas City amounting to $42,565,550 had been exchanged, and $1,149,050 were still outstanding. Against these exchanged securities there had been issued $9,269,000 debenture stock, $11,122,800 preferred "A" stock, $7,444,190 preferred "B" stock, and $20,808,345 common stock, a total of $48,644,335. It became necessary to create a floating debt owing to the fact that of the $3,500,000 required for the purposes of the company, and which it was expected would be received from the cash assessments and sale of $2,000,000 debenture stock, only $1,300,000 was obtained from the assessments and the debenture stock remained unsold. The floating debt at the end of February, 1894, amounted to about $1,023,000; due to revenue accounts for earnings used on capital accounts, $567,000; to pay equipments, warrants maturing during the years from 1894 to 1897, $320,000; capital requirements for additions and improvements from 1894 to 1896 estimated at $868,000; total requirements, $2,578,000.

A Scrip Issue.

To meet these requirements the holders of the debenture and preferred "A" stock held a meeting on April 24, 1894, and decided that all interest on the 4 per cent. debenture stock and dividends on preferred "A" stock should be payable in scrip, redeemable in debenture stock at par up to an amount equal to 12½ per cent. of the par value of both stocks. That any registered holders of debenture stock, or preferred "A" should be at liberty before May 15, 1894, to elect, in writing, to take up and pay for the debenture stock, held available for him as aforesaid, in cash, at the rate or price of $80 for each $100 stock at the fixed rate of 4s. per dollar on application. Pursuant to the above option, $1,999,813.99 4 per cent. debenture stock was subscribed for at 80, realizing $1,551,397.58. At the close of the fiscal year 1895 there had been exchanged $42,594,950 of the old securities, leaving $1,119,650 outstanding. The amount of stock issued was $50,846,435, consisting of $11,453,600 debenture, $11,139,600 preferred "A," $7,444,190 preferred "B," and $20,809,045 common.

On Sept. 1, 1895, the contracts with the Leavenworth Bridge Company, the Union Pacific Railway, and the Leavenworth Union Station Company were terminated, and a contract entered into with the Leavenworth Terminal Railroad and Bridge Company for the use of its bridges across the Missouri River and a track connecting the same in Kansas with the track of the Kansas City Northwestern Railroad, a distance of 5.22 miles, at an annual rental of $16,000. During this year the De Kalb and Great Western Railway, from De Kalb, Ill., to a junction with the Chicago Great Western line at Sycamore, Ill., a distance of 5.81 miles, was built in the interest of the latter road. The citizens of De Kalb and the contractors furnished all the means to build the line, under an agreement for the Great Western to operate it and pay over one-third of the earnings of De Kalb station until the cost of the road is repaid with 6 per cent. interest, when the line becomes the property of the Great Western, free of incumbrance. The latter owns the entire capital stock of the company. With the end of the fiscal year 1896 there had been exchanged $42,623,150 old securities, leaving $1,091,450 outstanding. There had been issued $51,040,835 stock, consisting of $11,031,100 debenture, $11,156,400 preferred "A," $7,444,190 preferred "B," and $20,809,145 common.

Capital Stock.

On June 30, 1897, the capital stock was $51,581,935, consisting of $12,150,500 debenture, $11,157,000 preferred "A," $7,444,190 preferred "B," and $20,890,245 common stock. The present amount listed on the New York Stock Exchange is $53,117,835, as follows: $11,080,000 4 per cent. debenture, interest in cash; $2,220,600 4 per cent. debenture, interest in scrip; $3,073,300 5 per cent. preferred "A," dividend in cash; $3,080,200 preferred "A," dividend in scrip; $7,444,190 4 per cent. preferred "B," and $21,313,645 common. On Jan. 12, 1898, the debenture and preferred "A" stockholders voted to increase the authorized debenture stock from $15,000,000 to

Continued on Page 6.

Stock Transactions New York Stock Exchange Week Ending Aug. 13, 1898.

Range for Year 1898. Highest.	Lowest.	Closing Aug. 13. Bid.	Ask'd.	Net Change for Week.	STOCKS. Sales Week Ending Aug. 13, [illegible].	Amount Capital Stock Outstanding.	Last Dividend. Date.	Per Cent.	Week Ending Aug. 13. First.	High.	Low.	Last.	Closing a Year Ago.	Sales For W'k End. Aug. 13, 1898.
*[illegible] February 16.	*[illegible] April 25.	[illegible]	108	+ [illegible]	Adams Express	$12,000,000	June 1, '98.	2	[illegible]	108	[illegible]	108	154	15[illegible]
[illegible] August 1[illegible].	[illegible] July 2.	[illegible]	11¼	+ [illegible]	American Malting Company	[illegible]	....	..	[illegible]	[illegible]	[illegible]	[illegible]	...	15,[illegible]
[illegible] August 12.	[illegible] May 6.	[illegible]	[illegible]	+ [illegible]	American Malting Company preferred	[illegible]	July 1, '98.	1½	[illegible]	[illegible]	[illegible]	[illegible]	...	14,77[illegible]
[illegible] July 8.	[illegible] July 1.	[illegible]	[illegible]	– [illegible]	American Steel & Wire	[illegible]	....	..	[illegible]	[illegible]	[illegible]	[illegible]	...	5,51[illegible]
[illegible] July 8.	[illegible] July 30.	[illegible]	[illegible]	+ [illegible]	American Steel & Wire preferred	[illegible]	Aug. 1, '98.	1¾	[illegible]	[illegible]	[illegible]	[illegible]	...	[illegible]
[illegible] August 4.	[illegible] March 25.	[illegible]	[illegible]	+ [illegible]	American Cotton Oil	20,237,100	....	..	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	11,7[illegible]
[illegible] August 5.	[illegible] March 14.	[illegible]	85	+ [illegible]	American Cotton Oil preferred	[illegible]	June 1, '98.	3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	4,220
140 July 30.	111½ January 3.	133	138	..	American Express	18,000,000	July 1, '98.	$3	137	137	13[illegible]	13[illegible]	11[illegible]	[illegible]
15¾ June 9.	6¼ January 25.	13¾	13¾	– 1½	American Spirits Manufacturing	27,[illegible]	....	..	14½	14½	13¾	13	15[illegible]	3,9[illegible]
[illegible] June 27.	16 March 26.	[illegible]	35	– [illegible]	American Spirits Manufacturing preferred	6,951,300	....	..	[illegible]	[illegible]	37	[illegible]	[illegible]	2,[illegible]
[illegible] June 4.	107½ March 25.	[illegible]	136¾	– ¾	American Sugar Refining Company	36,968,000	July 2, '98.	3	[illegible]	[illegible]	137	[illegible]	[illegible]	140,9[illegible]
[illegible] January 6.	103 March 21.	114	115¼	..	American Sugar Refining Co. preferred	36,968,000	July 2, '98.	1¾	[illegible]	114¾	114¼	114¾	116½	1,0[illegible]
97 August 12.	*88 March 30.	96	98	+ 1	American Telegraph & Cable Company	14,000,000	June 1, '98.	1¼	[illegible]	97	96½	97	[illegible]	202
[illegible] August 12.	83¾ January 3.	[illegible]	128¾	+ 6	American Tobacco	21,000,100	Aug. 1, '98.	2	12[illegible]	12[illegible]	127¾	12[illegible]	[illegible]	55,[illegible]
[illegible] August 3.	*112 January 28.	130	131	– 1½	American Tobacco preferred	11,935,000	Aug. 1, '98.	2	131	131	129	129	122½	[illegible]
15 February 8.	*10½ August 8.	10	12	..	Ann Arbor	5,200,000	....	..	10½	10½	10½	10½	15	50
[illegible] February 7.	[illegible] January 4.	27	[illegible]	..	Ann Arbor preferred	4,000,000	....	..	27[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2,17[illegible]
14¾ August 10.	10¼ April 21.	14	14½	+ ½	Atchison, Topeka & Santa Fé	102,000,000	....	..	13[illegible]	14[illegible]	13[illegible]	14[illegible]	15[illegible]	14,21[illegible]
[illegible] August 11.	[illegible] March 12.	35½	[illegible]	+ [illegible]	Atchison, Topeka & Santa Fé preferred	120,000,000	....	..	[illegible]	35½	34[illegible]	[illegible]	[illegible]	102,012
[illegible] June 17.	[illegible] January 25.	16	[illegible]	+ 2	Baltimore & Ohio	25,000,000	Nov. 15, '94.	3	17	17	16	16	15[illegible]	507
[illegible] February 3.	[illegible] January 19.	6¾	[illegible]	+ ½	Baltimore & Ohio Southwestern preferred	19,670,000	....	..	6[illegible]	6½	6[illegible]	6[illegible]	6[illegible]	300
[illegible] January 21.	[illegible] March 21.	3½	[illegible]	– [illegible]	Bay State Gas	50,000,000	....	..	4[illegible]	4[illegible]	[illegible]	[illegible]	14[illegible]	12,6[illegible]
64¾ August 12.	35 March 12.	64½	64¾	+ 4½	Brooklyn Rapid Transit	20,000,000	....	..	[illegible]	64½	[illegible]	64[illegible]	31[illegible]	130,6[illegible]
129½ August 12.	106 March 26.	128¾	129½	+ 1¾	Brooklyn Union Gas	15,000,000	June 1, '98.	3	127[illegible]	129[illegible]	127½	128[illegible]	117½	700
14 June 6.	9 June 2.	11½	12½	– [illegible]	Brunswick City	5,000,000	....	..	12[illegible]	13	12	12½	...	1,8[illegible]
[illegible] January 3.	*61 May 3.	60	67	..	Buffalo, Rochester & Pittsburg preferred	6,000,000	Aug. 15, '98.	1	[illegible]	66[illegible]	[illegible]	66[illegible]	60	50
75 July 1.	*65 March 10.	75	...	..	Burlington, Cedar Rapids & Northern	5,500,000	Aug. 1, '98.	2	74	74	74	74	...	14
[illegible] February 5.	44½ March 12.	53¾	54	..	Canada Southern	15,000,000	Aug. 1, '98.	1	54¼	54[illegible]	53[illegible]	54¼	54½	2,343
[illegible] January 29.	72 April 21.	82	84	+ ½	Canadian Pacific	65,000,000	Apl. 1, '98.	2½	85[illegible]	85	85	85[illegible]	70[illegible]	1,300
17½ August 2.	11 April 22.	17	18	+ ½	Central Pacific	68,000,000	July 1, '98.	½	17	17½	17	17[illegible]	12[illegible]	867
[illegible] August 12.	17½ March 25.	24¾	25	+ 1¾	Chesapeake & Ohio	60,533,400	....	..	23[illegible]	23[illegible]	23¼	25	22[illegible]	72,500
115½ August 11.	85¾ March 26.	114¾	114¾	+ 1¾	Chicago, Burlington & Quincy	82,003,800	June 15, '98.	1¾	113[illegible]	115¾	112	114¾	97¾	132,441
60 June 1.	*48 April 25.	[illegible]	59¾	..	Chicago & Eastern Illinois	6,197,800	July 1, '98.	2	58[illegible]	59	58½	58[illegible]	...	1,5[illegible]
[illegible] February 1.	103 January 7.	107½	108½	..	Chicago & Eastern Illinois preferred	5,830,700	July 1, '98.	1½	107¾	107¾	107½	107½	...	1,825
16¾ January 3.	9¾ February 24.	14¾	14¾	– ½	Chicago Great Western	21,214,645	....	..	15¾	15[illegible]	14¾	14¾	18¾	23,470
41¾ August 3.	28 March 15.	39¾	41	+ ½	Chicago Great Western preferred A	11,160,000	....	..	41	41¾	40	41¼	...	1,689
30 August 3.	20 April 21.	28¾	30¾	+ ½	Chicago Great Western preferred B	7,444,190	....	..	29	30	29	29½	...	410
11 July 27.	*6¾ April 4.	9½	10	+ ½	Chicago, Indianapolis & Louisville	10,500,000	....	..	10¾	10¾	9½	9¾	11¼	1,191
35½ July 27.	23 April 16.	34	36	+ 4½	Chicago, Indianapolis & Louisville preferred	5,000,000	....	..	35	35	35	35	33	542
106½ August 11.	83¾ April 21.	105¾	106	+ 2¾	Chicago, Milwaukee & St. Paul	46,027,261	Apl. 19, '98.	2½	104	106¼	103¼	105¾	94½	219,528
154½ August 12.	140 April 25.	154½	155	+ 1½	Chicago, Milwaukee & St. Paul preferred	81,818,400	Apl. 19, '98.	3½	153	154½	153	154½	143½	1,007
135¾ August 6.	113¾ March 12.	133¾	133⅛	– 1½	Chicago & Northwestern	39,067,283	July 6, '98.	2½	134¾	135	132¾	132¾	120¾	15,004
*176 March 2.	163 January 3.	175	...	..	Chicago & Northwestern preferred	22,367,600	July 6, '98.	1¾	175½	175¼	175¼	175¼	164	45
[illegible] June 1.	80 March 25.	102¾	102¾	+ 1¾	Chicago, Rock Island & Pacific	50,000,000	†Aug. 1, '98.	1½	101½	103½	100¾	102½	85¾	136,029
9¾ March 3.	4½ January 3.	7½	8½	..	Chicago Terminal & Transfer	13,000,000	....	..	7½	7½	7½	7½	...	48
33 February 5.	22¾ January 3.	27	30	..	Chicago Terminal & Transfer preferred	17,000,000	....	..	29½	30	29½	30	...	900
46 August 9.	25 March 12.	44½	45	+ 1¾	Cleveland, Cin., Chi. and St. Louis	28,000,000	Aug., '98.	1¼	42½	46	42½	44¾	33	38,619
*88¾ June 17.	77½ March 9.	...	...	+ 1½	Cleveland, Cin., Chi. & St. Louis preferred	10,000,000	July 20, '98.	1¼	86	86½	86	86½	75	200
19¾ January 12.	11¼ March 26.	14¾	14¼	– ½	Cleveland, Lorain & Wheeling	8,000,000	....	..	14¾	14¾	13¾	14¾	...	2,463
*174 August 8.	*169½ June 24.	169	...	..	Cleveland & Pittsburg	11,243,736	June 1, '98.	1¾	174	174	172	172	...	92
26¾ January 11.	17 March 12.	23	23½	+ 4½	Colorado Fuel & Iron	9,250,000	....	..	21	24	21	24	19	4,605
65 August 8.	65 August 8.	...	75	..	Colorado Fuel & Iron preferred	2,000,000	Feb. 20, '97.	4	65	65	65	65	...	100
*6 June 6.	*5 June 6.	5	6½	..	Colorado Midland	3,420,200	....	..	5	5	5	5	...	70
*18¼ June 4.	14 June 23.	15	16½	..	Colorado Midland preferred	4,044,800	....	..	15	15	15	15	...	47
5¾ July 6.	4½ July 25.	4¾	5¾	..	Columbus & Hocking Coal & Iron	4,700,000	....	..	5	5	5	6	...	10
6¾ February 10.	4¾ July 30.	4¾	5½	..	Columbus, Hocking Valley & Toledo	11,606,300	....	..	4½	4½	4½	4½	5¾	100
205½ June 9.	167 March 26.	199	200	+ ¾	Consolidated Gas	36,730,000	June 15, '98.	2	199	201½	198¾	199¾	189	6,714
[illegible] July 21.	27¾ March 25.	38	39¼	– ½	Consolidated Ice	6,500,000	Aug. 15, '98.	1	38	39½	38	39½	38	610
*92 August 8.	*81 March 25.	90	94	..	Consolidated Ice preferred	3,500,000	July 15, '98.	1¾	92	92	92	92	86¾	15
114½ February 8.	108 July 16.	106	109	+ 2	Delaware & Hudson	35,000,000	June 15, '98.	1¼	108½	109	108½	109	119½	728
159 February 8.	144¼ April 21.	150	152½	..	Delaware, Lackawanna & Western	26,200,000	July 20, '98.	1¾	150½	152¼	150½	152¼	163	55
13½ August 12.	10 April 26.	13¾	13¾	..	Denver & Rio Grande	38,000,000	....	..	13¾	13½	13½	13½	14¼	1,500
52¾ August 11.	40 April 21.	51¾	52½	+ 1¾	Denver & Rio Grande preferred	23,650,000	July 15, '98.	1½	51	52½	50¾	52½	49¾	13,631
20 June 10.	8¾ April 21.	18¾	18¾	+ 1¾	Des Moines & Fort Dodge	4,283,100	....	..	17	18¾	17	18¾	13	7,200
64¾ July 8.	45 April 20.	58	60	+ ½	Detroit Gas	1,645,700	....	..	58½	59	58½	59	...	500
*135¾ July 7.	*115 April 22.	131	133	+ 1¾	Edison Electrical Illuminating of N. Y.	9,200,000	Aug. 1, '98.	1½	132½	132¾	132½	132¾	125¾	103
16¾ February 4.	11 April 21.	14	14½	+ ½	Erie	112,282,700	....	..	13¾	14	13¾	14	17¾	1,740
43¾ February 11.	29¾ April 22.	36¾	38¾	+ ½	Erie first preferred	42,844,[illegible]	....	..	36¾	37	35¾	36¾	42	6,122
21¾ February 11.	15½ April 22.	18	19½	..	Erie second preferred	16,000,000	....	..	18½	18½	18½	18½	24½	300
43 January 28.	*27 March 26.	...	...	+ ¾	Flint & Pere Marquette preferred	6,500,000	Feb. 15, '98.	2	36¾	37½	36¾	37½	...	200
16¾ January 31.	10 May 19.	12	14	..	Fort Worth & Rio Grande	8,108,100	....	..	12½	14	12½	14	...	500
41¾ August 10.	29¾ March 12.	40¾	41	+ ¾	General Electric	30,460,000	....	..	40¾	41½	39¾	41	36¾	19,768
189 June 30.	122 July 1.	130¾	132	– ½	Great Northern preferred	50,000,000	‡Aug. 1, '98.	1½	131½	132¾	130½	131	131	1,555
36¾ February 15.	15¾ April 22.	25¾	25½	+ ¾	Hawaiian Sugar	10,000,000	....	..	25½	27½	25	25¾	...	5,373
111½ July 12.	96 April 21.	108¾	109	..	Illinois Central	52,500,000	Mch. 15, '98.	2½	108¾	109½	108	108½	107½	9,489
65¾ August 11.	44½ April 21.	64¼	64½	+ 3½	Illinois Steel Company	18,650,000	July, '98.	1½	59¾	65¾	59¾	63	42	11,665
10 June 11.	7¾ March 18.	9¾	9¾	– ¾	Iowa Central	8,496,600	....	..	9¾	9¾	9¾	9¾	10¾	533
36¾ August 8.	25 April 28.	35½	37	– ¾	Iowa Central preferred	5,671,600	Apl., '98.	1	36½	36½	35½	35½	35¼	655
6¾ January 2.	6 February 2.	5½	6½	..	Kanawha & Michigan	9,000,000	....	..	6¾	6¾	6¾	6¾	9	256
24½ February 10.	15 April 16.	17	17¾	..	Kansas City, Pittsburg & Gulf	23,000,000	....	..	17	17¾	16¾	17	...	1,200
6¼ June 11.	*2½ January 26.	4	5	+ ½	Keokuk & Des Moines	2,600,000	....	..	4½	4½	4½	4½	4½	124
4½ August 10.	2 May 19.	4	9¾	..	Kingston & Pembroke	4,500,000	....	..	4¾	4½	4¾	4½	...	200
54¾ August 9.	37½ March 25.	53¾	54	– ¾	Laclede Gas	7,500,000	Feb. 15, '98.	1½	53¾	54¾	52½	53¾	39	4,855
96¾ August 8.	85 March 12.	95	96	+ ½	Laclede Gas preferred	2,500,000	June 15, '98.	2½	96	96½	96	96½	93	200
18¾ February 8.	12½ March 14.	15	15¼	..	Lake Erie & Western	11,840,000	....	..	14¾	15¼	14¾	15¼	18¾	410
76¾ February 8.	66 March 14.	73¼	73½	+ ¾	Lake Erie & Western preferred	11,840,000	Aug. 15, '98.	1¼	72½	73¾	72	72½	73	1,465
198 August 4.	170¾ January 4.	194	198	+ 1½	Lake Shore	49,466,500	July 29, '98.	3½	196	196	196	196	175½	245
59¾ August 10.	40 January 20.	56	60	+ 8½	Long Island	12,000,000	Nov. 2, '96.	1	55	59¼	55	59¼	46	1,570
60¾ January 31.	44 April 21.	55¾	55½	– ½	Louisville & Nashville	52,800,000	Aug., '93.	2	56	56¾	54¾	55¾	60¾	50,142
120¾ January 14.	91 March 26.	103	103¾	– 4¾	Manhattan Consolidated	30,000,000	July 1, '98.	1	107¾	108¼	103	103¾	105	68,540
171½ February 14.	125¼ March 26.	158	158¼	..	Metropolitan Street Railway	30,000,000	July 15, '98.	1¼	158	159¾	157½	158	...	6,713
114¾ February 8.	99½ March 12.	108¾	109	+ ¾	Michigan Central	18,738,000	July 29, '98.	2	109	109	108¾	108¾	106¼	445
30¾ February 15.	24 March 11.	28	29½	..	Minneapolis & St. Louis	6,000,000	....	..	27½	27¼	27½	27½	25½	50
91 June 27.	*80 April 11.	89½	90	+ ¼	Minneapolis & St. Louis first preferred	2,500,000	July 15, '98.	2½	89¾	89¾	89¾	89¾	88½	310
63 June 8.	46 March 26.	59½	61	+ 1½	Minneapolis & St. Louis second preferred	4,000,000	July 15, '98.	2	59½	61½	59½	61	56¼	2,150
78 August 11.	57 January 20.	77	80	+ 2¾	Minnesota Iron	16,500,000	July 15, '98.	1½	74½	78	74½	77½	58	5,555
14¼ January 28.	10 April 13.	11½	12	+ ½	Missouri, Kansas & Texas	52,450,000	....	..	11½	12	11½	12	15¾	900
41 January 28.	28¾ March 12.	35¾	35½	..	Missouri, Kansas & Texas preferred	13,000,000	....	..	35½	37¼	35½	35½	36¼	24,735
38¾ August 11.	22 March 12.	37½	37¾	+ ½	Missouri Pacific	47,507,000	July 1, '98.	1	37½	38¾	37½	37¾	29¾	43,205
32½ February 7.	24¾ April 19.	28	28½	+ 1	Mobile & Ohio	5,320,600	Feb. 28, '98.	1	27½	28	27½	28	29½	300
*175 January 14.	*167½ January 4.	170¼	175	+ 2	Morris & Essex	15,000,000	July, '98.	3½	174	174	174	174	170	200
38¼ August 1.	26¾ March 26.	36¾	37	..	National Lead Company	14,905,400	Feb. 15, '98.	1	37¼	37½	36¾	37	36½	5,566
112¾ August 12.	99 April 12.	112	114	+ 2¾	National Lead Company preferred	14,904,000	June 15, '98.	1¾	110½	112¾	110½	112¾	104½	656
21½ May 23.	4 July 28.	7¼	7½	+ 1	National Linseed Oil	18,000,000	Sept. 15, '95.	1	6½	8	6½	7½	21	1,108
9 February 10.	5 April 25.	7½	8	..	National Starch	5,000,000	....	..	6½	7½	6½	7½	7	400
*81 January 24.	60 March 25.	73	84	..	National Starch first preferred	3,000,000	May 1, '98.	2	73	73	73	73	68	100
30 January 27.	15 June 29.	27	30	..	National Starch second preferred	2,500,000	Jan., '93.	6	25	27	25	27	32	330
33¼ August 11.	30¾ August 1.	33¾	33¾	+ 2¼	National Biscuit	29,000,000	....	..	31¼	33¼	31¼	33¾	...	9,350
99¼ August 9.	94½ August 1.	98¾	99	+ 3¾	National Biscuit preferred	23,000,000	May 31, '98.	1¾	98½	99¾	98½	98¾	...	1,240
98½ January 8.	86½ March 26.	91½	93	+ ½	New Jersey Central	22,497,000	Aug. 1, '98.	1	92	93	92	92½	96½	1,985
77½ August 13.	14 April 5.	77½	78	+11 ½	New York Air Brake	5,000,000	1896.	6	71	77½	67½	77½	...	12,680
120¾ August 8.	105 March 26.	119¾	120	..	New York Central	100,000,000	July 15, '98.	1	120	120½	119	119¾	106½	23,099
*195½ February 2.	*178¼ January 7.	194	197	..	New York, New Haven & Hartford	50,242,100	June 30, '98.	2	194½	194½	194½	194½	178	250
15¾ January 31.	*11¾ April 20.	14¾	15	+ 1	New York, Chicago & St. Louis	14,000,000	....	..	12¾	14¾	12¾	14¾	15¾	900
76 January 31.	*65 May 10.	70	78	..	New York, Chicago & St. Louis first pf.	5,000,000	Mch. 1, '98.	2	76	76	76	76	76	120
40¼ January 29.	28 March 25.	36	38	– 1¼	New York, Chicago & St. Louis second pf.	11,000,000	....	..	36¼	36¾	36¼	36¾	39½	400
17 February 7.	11¼ April 21.	15	16	+ ¼	Norfolk & Western	66,000,000	....	..	15½	15½	15½	15½	13¾	210
56¼ February 7.	42½ March 12.	55¼	55½	+ ¾	Norfolk & Western preferred	23,000,000	Feb. 23, '98.	1	55	55¾	54¾	55¾	34¾	10,462
7½ July 7.	4½ January 15.	6¾	7	– ½	North American	39,733,100	....	..	7	7	6½	6½	5¾	4,010
34¾ August 13.	19 February 24.	34½	34⅝	+ 3¾	Northern Pacific	79,800,000	....	..	31	34¾	30¾	34¼	17½	172,174
74¾ August 8.	56¾ March 12.	73¾	73¾	+ ⅝	Northern Pacific preferred	75,000,000	June 3, '98.	1	74¾	74¾	73½	73¾	50½	51,448
18¾ February 2.	13¾ April 25.	15¾	15⅞	+ ½	Ontario & Western	58,113,982	....	..	15¾	16¼	15½	15¾	17½	11,967
54½ February 1.	35½ January 7.	53	54	+ ⅝	Oregon Railroad & Navigation	24,000,000	July 2, '98.	1	53	53¾	52	53¾	29	2,557
74½ August 11.	65½ March 29.	74	75	+ 1¼	Oregon Railroad & Navigation preferred	11,000,000	July 1, '98.	2	73	74¾	73	74	63	2,414
38 August 11.	34½ July 20.	37¾	38¼	+ 2½	Pacific Coast	6,809,600	....	..	35½	38	35½	38	...	6,287
91 June 28.	*83 August 12.	83	88	..	Pacific Coast first preferred	1,515,500	July 20, '98.	5	83½	84	83	88	...	74
*60½ June 27.	57 July 20.	57½	59	+ 1	Pacific Coast second preferred	3,914,400	July 20, '98.	1	58	58	57	58	...	930
33½ August 11.	21 April 21.	33	33¼	+ 1⅝	Pacific Mail	20,000,000	June 2, '98.	1	31¾	33½	31½	33	33½	17,810
120¾ February 7.	110¾ March 12.	118¼	118¾	+ ⅝	Pennsylvania Railroad	129,303,250	May 31, '98.	2½	118	119½	118	118¾	113	18,692
104¼ May 31.	86½ March 26.	100⅝	100¾	+ ½	People's Gas, Chicago	25,000,000	May 25, '98.	1½	100¾	103¾	100¼	100¾	102¾	139,647
5¼ February 11.	*3 January 26.	5	5¼	..	Peoria & Eastern	10,000,000	....	..	4½	4¾	4¼	4¾	7	650
47½ May 2.	38⅞ January 5.	44	44¾	+ ½	Pittsburg, Cin., Chi. & St. Louis	24,347,100	....	..	44	44½	44	44¾	20¾	1,650
71 February 7.	57 March 23.	66	67	..	Pittsburg, Cin., Chi. & St. Louis preferred	22,649,200	Jan. 27, '96.	2	66	66½	65½	66	58	1,093
216 July 5.	165 March 12.	189	190	– 1½	Pullman Palace Car Company	36,000,000	Aug. 15, '98.	$22	190½	190½	189	190	176	1,280
2¼ January 27.	1¾ August 10.	1¾	...	..	Quicksilver	5,708,700	....	..	1¾	2	1¾	2	3	200
23¾ January 6.	15½ March 25.	18	18½	..	Reading	69,900,090	....	..	18½	18¾	18	18	26¾	8,330
54¾ February 3.	36 March 12.	42½	42¾	– ¾	Reading first preferred	28,000,000	....	..	43½	43½	42½	42½	54	11,320
29 January 6.	18¾ March 26.	21	21½	+ ¼	Reading second preferred	42,000,000	....	..	21½	21¾	21½	21½	32¾	2,134
30¼ August 5.	*21½ January 11.	27	29	– ¼	Rio Grande Western	10,000,000	....	..	29½	29½	29½	29½	23½	100
68¼ August 10.	50¼ March 15.	67	68	+ ⅝	Rio Grande Western preferred	6,500,000	Aug. 1, '98.	1¾	67½	68½	67½	68½	52½	557
8¾ February 11.	5½ March 7.	6	7½	..	St. Joseph & Grand Island	4,000,000	....	..	8	8	5¾	5¾	6½	25
63 June 11.	45 February 24.	58	60	+ 1⅝	St. Joseph & Grand Island first preferred	5,491,000	July 15, '98.	2½	61	61	60¾	60¾	42¾	352
23¼ June 11.	13¼ April 25.	19	20	..	St. Joseph & Grand Island second preferred	3,500,000	....	..	20	20¾	20	20	14½	510
8¾ June 3.	6 March 26.	8¼	8⅝	+ ⅝	St. Louis & San Francisco	26,443,080	....	..	7¾	8¾	7¾	8¼	8	4,128
66¾ August 6.	52½ March 12.	65¾	67	– ½	St. Louis & San Francisco first preferred	5,000,000	July 6, '98.	2	65½	66¼	65	66	55½	1,771
32¾ August 12.	22½ February 24.	31½	32	+ 1¼	St. Louis & San Francisco second preferred	14,335,700	July 6, '98.	1	30½	32½	30½	31¾	21¾	11,135
6¼ August 10.	3¾ January 24.	5¾	6	+ ½	St. Louis Southwestern	16,500,000	....	..	5¾	6¼	5¾	6	6¾	1,255
12¾ August 11.	7¾ March 12.	12⅝	12¾	..	St. Louis Southwestern preferred	20,000,000	....	..	12¼	12¾	12	12½	13½	4,926
27 August 11.	*17½ July 9.	25	28	+ 3½	St. Paul & Duluth	4,660,200	July 5, '87.	3	24	27	24	27	26	1,310
90 August 3.	78 April 20.	89	92	..	St. Paul & Duluth preferred	4,793,123	Mch. 1, '98.	2½	90	90	90	90	77	200
163 August 4.	*121½ January 6.	161½	163	+ ¼	St. Paul, Minneapolis & Manitoba	20,000,000	Aug. 1, '98.	1½	162	163	161	162¾	120¼	1,150
85¼ July 11.	65 March 12.	83¾	84	– ⅝	St. Paul & Omaha	21,403,293	Feb. 21, '98.	2	84⅞	85¼	83⅝	83¾	68½	10,540
155 February 28.	*148 January 5.	154	160	..	St. Paul & Omaha preferred	12,646,833	Feb. 21, '98.	3½	154	154	154	154	144½	140
22 January 12.	12 April 13.	21¾	22	+ 1⅝	Southern Pacific	108,232,270	....	..	21	22	21	21¾	20¾	3,090
9¾ February 10.	7 April 21.	9¼	9¼	+ ¼	Southern Railway	119,900,000	....	..	9	9½	8¾	9¼	11½	5,900
33¾ August 12.	23¾ March 26.	33¼	33¾	+ ½	Southern Railway preferred	57,290,400	Jan. 20, '98.	1	33¾	33¾	33	33¼	35	28,879
7 May 23.	3¼ January 3.	5¾	6⅛	+ ⅝	Standard Rope & Twine	12,000,000	....	..	5¾	6½	5¾	6⅞	8½	344
28¼ January 11.	17 March 12.	27¾	28	+ 1⅜	Tennessee Coal & Iron	20,000,000	Jan., '87.	1	26¾	28½	26½	27¾	29	28,702
13½ August 10.	8⅞ March 12.	13⅛	13¼	+ ½	Texas Pacific	38,706,700	....	..	12¾	13½	12¾	13¼	14	14,425
194½ February 16.	155 April 21.	177	180	+ 1	Third Avenue	10,000,000	May 31, '98.	2	179	179	179	179	...	155
26¾ August 12.	16⅛ March 25.	26¼	26¾	+ ⅞	Union Pacific	61,000,000	....	..	25¾	26¾	24¾	26¼	...	39,992
64½ August 11.	45¾ March 12.	63¼	63½	– ¼	Union Pacific preferred	75,000,000	....	..	63⅞	64½	62⅞	63¾	...	77,263
10¾ February 18.	4½ August 3.	4½	5	– ⅝	Union Pacific, Denver & Gulf trust receipts	27,894,900	....	..	5¾	5¾	4½	4¾	...	6,535
*49 February 8.	38 April 14.	41	44	..	United States Express	10,000,000	May 16, '98.	1½	43	44	43	43¾	48	190
8¾ May 24.	5¼ April 25.	7½	8	+ ¼	United States Leather	61,509,900	....	..	7½	8¾	7¾	7¾	9¾	23,640
72¼ August 9.	53¾ March 26.	70	70¼	+ 1⅞	United States Leather preferred	60,909,900	July 1, '98.	1¼	68¾	72¼	68	70	67	115,622
44¾ August 13.	14¼ March 12.	44¾	44¾	+ 3¼	United States Rubber	20,166,600	Feb. 15, '97.	2	41¾	44¾	39¾	44¾	18	53,163
102¾ August 13.	60 March 12.	102½	102¾	+ 3⅝	United States Rubber preferred	19,400,500	July 30, '98.	2	99½	102¾	98¾	102¾	65	14,603
7⅞ January 12.	6¼ March 25.	7¾	7⅞	..	Wabash	24,000,000	....	..	7	7⅞	7¾	7⅞	8	900
20¾ August 11.	14¼ March 7.	20⅝	20¾	+ ½	Wabash preferred	....	....	..	20¼	20⅝	20	20¼	19	10,416
102¾ January 8.	87½ April 25.	92¾	93½	+ ⅝	West Chicago Street	....	Aug. 15, '98.	1½	93¾	94	93¼	93½	111	1,800
95 June 24.	82½ March 26.	93¾	94¼	– ½	Western Union Telegraph	97,370,000	July 15, '98.	1¼	94¾	94¾	93½	94	92½	30,319
2¼ July 25.	1⅜ July 25.	1⅞	2	– ⅝	Wheeling & Lake Erie, $2 assessment paid	10,894,800	....	..	1¾	1⅞	1¾	1⅞	...	1,835
13 July 27.	10 July 25.	12⅝	13	..	Wheeling & Lake Erie pf. $3 ass't paid	3,316,000	May 15, '94.	2	13	13	13	13	...	135
3⅞ January 17.	1⅝ March 22.	...	...	..	Wisconsin Central	12,000,000	....	..	2¼	2¼	2¼	2¼	4⅛	200

Note—The highest and lowest prices in this table, unless otherwise designated, are based on sales of 100-share lots. *Sales of less than 100 shares. †And 10 per cent. in stock. ‡And 50 per cent. in Seattle and Montana stock, exchangeable for 40 per cent. of Great Northern preferred.

Of the amount of stock outstanding credited to Lake Shore and Michigan Central, $45,044,900 of the former is in the New York Central collateral trust and $15,291,300 of the latter.

Bond Transactions New York Stock Exchange Week Ending Aug. 13, 1898.

BONDS.

Sales Week Ending Aug. 13. $22,347,900

BONDS.	First	High.	Low.	Last.	Sales.
Adams Express 4s	101½	102	101½	102	23
Akron & Chicago Junction 1st 5s, coupon off	105	105	105	105	6
Alabama Midland 1st gold 5s	92¾	92¾	92¾	92¾	3
Albany & Susquehanna Canal 7s	123	123	123	123	3
American Spirits Manufacturing 6s	85	85	85	85	1
American Tobacco scrip	99	99	98⅛	99	52
Ann Arbor 1st 4s	89	89	89	89	5
Atchison, Colorado & Pacific 1st 6s, t. r.	71	71	71	71	2
Atchison, Topeka & Santa Fé gen. 4s	95⅝	96	95¾	96	661½
Atchison, T. & S. F. adjustment 4s	72⅝	73⅛	72	72⅝	1,514
Atlantic & Danville 1st 5s	98	99¼	98	99¼	15
Austen & Northwestern 1st 5s	83	83	83	83	10
Baltimore Belt 1st 5s	100	101	100	101	12
B. & O. 1st 6s, Parkersburg Branch	114	114¾	114	114¾	96
Baltimore & Ohio 5s, 1885-1925	118½	118½	118½	118½	2
Baltimore & Ohio 5s, 1885-1925, certfs	113	113¾	113	113¾	23
Baltimore & Ohio 5s, 1988	116½	117½	116½	117½	13
Baltimore & Ohio 5s, 1988, certfs	116½	116½	116½	116½	2
Baltimore & Ohio 5s, 1988, registered	116¾	116¾	116¾	116¾	3
Baltimore & Ohio Southwestern 1st gtd. 4½s.	102¼	102½	102¼	102½	15
Brooklyn Elevated 1st 6s, trust receipts	91	93	91	93	68
Brooklyn Rapid Transit 5s	104	104⅝	104	104¼	72
Brooklyn Union Gas 5s	115	115	115	115	64
Brooklyn Wharf & Warehouse 5s	92	92	92	92	10
Buffalo, Rochester & Pittsburg general 5s	106⅛	106⅛	106⅛	106⅛	15
Burlington, Cedar Rapids & Nor. 1st 5s	107½	107½	107½	107½	1
Canada Southern 1st 5s	108½	109¼	108½	109¼	53
Central of Georgia consol. 5s	90½	90¾	90	90¾	816
Central of Georgia 1st preference income 5s.	42½	43	42	42⅞	154
Central of Georgia 2d preference income 5s.	12⅞	14	12⅞	14	59
Central of New Jersey consol. 7s of 1899	103	103	103	103	5
Central of New Jersey general 5s	113	114	113	114	15
Central of New Jersey gen. 5s, registered	113¼	113¼	113¼	113¼	10
Chesapeake & Ohio 4½s	87½	89½	87½	89	789
Ches. & Ohio, Rich. & Alle. 1st consol. 4s	105	105	105	105	4
Chesapeake & Ohio consolidated 5s	115½	115¾	115½	115¾	24
Chicago, Burlington & Northern 5s	110½	110½	110½	110½	1
Chicago, Burlington & Quincy, Neb. ext. 4s.	100¾	100¾	100¾	100¾	1
Chicago, Burlington & Quincy deb. 5s	108	109	108	109	18
Chicago, Burlington & Quincy sink. fund 5s.	103½	103½	103½	103½	2
Chicago, Burlington & Quincy conv. 5s	115½	117½	115	117½	166
Chicago & Eastern Illinois general 5s	108	108	107½	107½	5
Chicago & Erie 1st 5s	113	113⅛	113	113⅛	22
Chicago Gas Light & Coke 1st 5s	105½	105¾	105½	105¾	6
Chicago, Ind. & Louis. ref. 5s	91	91	91	91	10
Chicago, St. Paul & Minneapolis 1st 6s	134	135	134	135	2
Chi., St. P., Minn. & Omaha consol. 6s	135½	135½	135½	135½	1
Chicago, St. Louis & New Orleans 5s	123	123	123	123	6
Chicago Terminal Transfer 4s	88⅝	88⅞	88⅝	88⅞	75
Chicago & Western Indiana general 6s	120	120	120	120	15
C., C., C. & St. L., C., W. & M. Div 4s	90	90	90	90	1
C., C., C. & St. L. 1st, Cairo Division 4s	88	90¾	88	90½	39
Colorado Coal & Iron 6s	100	100	100	100	11
Colorado Midland 2-4s	65	65	65	65	1
Col., Hocking Valley & Tol. 5s, $65 paid	80¼	81	80¼	81	46
Denver & Rio Grande 1st 7s	111⅛	111⅛	111	111	11
Denver & Rio Grande 4s	96¼	98	96¼	98	153
Detroit Gas Company 5s	94	94	94	94	10
Detroit City Gas 5s	93	95	92¾	94	202
Detroit, Mac. & Mar. long grant 3½s	18	19	18	18¼	41
Delaware & Hudson, Penn. Division 7s	145	145	145	145	10
Denver & Rio Grande Improvement 5s	94½	94½	94½	94½	5
East Tenn., Va. & Ga. con. 5s	111½	111¾	111½	111¾	17
East Tennessee Reorg. lien 4-5s	100	100	100	100	2
Erie prior lien 4s	93¾	94½	93	94¼	769
Erie general lien 4s	76	76	74½	74⅝	139
Evansville & Terre Haute general 5s	85	85	85	85	1
F. & P. M., Port Huron Div. 5s	93	93½	93	93½	5
Fort Worth & Denver City 1st 4-6s	74	75½	74	75½	353
Fort Worth & Rio Grande 1st 3-4s	63¼	64	62¾	62⅞	53
Gal., Har. & San An., Mex. & Pac. 5s	96¾	97½	96¾	97½	37
Galveston, Houston & Henderson 5s	93½	94	93½	94	2
General Electric debenture 5s	106	108	106	108	43
Green Bay & Western debenture, A	44	44	44	44	1
Green Bay & Western debenture B	5	5⅝	5	5½	75
Houston & Texas Central gen. 4s	81¼	83	81¼	83	58
Houston & Texas Central 1st 5s	111	111	111	111	1
Houston & Texas Central consol. 6s	109	109	109	109	1
Houston, East. & West. Texas 5s	94	94	93¾	93¾	9
Illinois Central 4s, 1953	101¾	101¾	101¾	101¾	10
Illinois Central 4s, 1951	109½	109½	109½	109½	1
Illinois Central Western Line 1st 4s	103¼	103½	103¼	103½	1
Illinois Central, St. Louis Division 3½s	94	94⅝	93¾	94⅝	34
International & Great Northern 1st 6s	121	121	121	121	3
International & Great Northern 2d 5s	90	90½	90	90½	5
International & Great Northern 3d 4s	58½	58½	58½	58½	1
Indiana, Decatur & Western 1st 5s	102	102	102	102	10
Iowa Central 1st 5s	103½	104½	103½	104½	45
Kansas City, Pittsburg & Gulf 1st 5s	74½	76¾	74½	76¾	140
Kanawha & Michigan 4s	80	80	80	80	1
Kansas City & Pacific 1st 4s	75	76	75	76	11
Kansas & Texas 1st 4s	90½	92½	90½	91½	252½
Kansas & Texas 2d g. 4s	63	66½	63¾	65½	1,160
Kansas & Texas of Texas 5s	85⅞	86⅞	85½	86⅞	28
Kansas & Texas extended 5s	88	88	88	88	10
Kentucky Central 4s	91	91	91	91	2
Laclede Gas Light of St. Louis 1st 5s	104	105	104	105	38
Lake Erie & Western 2d 5s	101¾	102½	101¾	102½	37
Lake Shore 3½s	105¾	106	105¾	106	8
Lake Shore 2d 7s, coupon	116	116	116	116	5
Lake Shore divisional 7s	104¾	104¾	104¾	104¾	6
Lehigh & New York 1st 4s	91	91	91	91	4
Lehigh Valley of Penn. collateral 5s	104	104	104	104	5
Lehigh Valley of N. Y. 1st 4½s	102	102	102	102	1
Lehigh Valley Terminal 5s	112	112	111	111	5
Lehigh & Wilkesbarre con. 7s, assented	101	101	100¼	100¼	25
Louis., Ev. & St. L. 1st consol. 5s, tr. rcts	40	40	40	40	20
Louisville & Nashville unified gold 4s	91¼	91¼	91¼	91¼	58
Louisville & Nashville general 6s	118¼	118¼	118¼	118¼	4
Louis. & Nash., N. O. & Mobile 1st 6s	122	122¾	122	122¾	12
Manhattan Consolidated 4s	96½	96¾	96½	96½	27
Metropolitan Elevated 1st 6s	116¾	116¾	116¾	116¾	5
Metropolitan Elevated 2d 6s	108½	108½	108½	108½	13
Metropolitan Street Railway 5s	114	114	113¾	113¾	33
Mexican International consol. 4s	77¼	77¾	77¼	77¾	65
Milwaukee, Lake Shore & Western 1st 6s	135½	135½	135½	135½	6
Minneapolis & St. Louis consol. 5s	108	108	108	108	12
Missouri, Kansas & Eastern 1st 5s	99¾	100½	99¼	100½	24
Missouri Pacific 1st collateral 5s	77½	78½	77½	78½	110
Missouri Pacific consol. 6s	105⅞	106⅝	105⅞	106⅝	198
Missouri Pacific 3d 7s	112	112	111	111	4
Missouri Pacific trust 5s	85	86½	85	85½	169
Mobile & Ohio general 4s	80½	81	80½	80¾	141
Mobile & Ohio 1st, Montgomery Div. 5s	100	100	100	100	15
Nash., Chat. & St. Louis consol. 5s	108	108½	108	108½	25
New York Central, Mich. Cent. collat. 3½s	94⅞	95	94½	94⅞	387
New York Central, Lake Shore collat. 3½s	95⅝	96	95⅝	96	205
New York Cen. Lake Shore coll. 3½s, reg	94	94	94	94	25
New York Central debenture 4s	105	105	105	105	10
New York, Chicago & St. Louis 4s	107	107	106	107	8
New York & Harlem 1st 7s, registered	107½	107½	107½	107½	1
New York, N. H. & Hartford deb. certfs. 4s.	159½	159½	159½	159½	2
New York & New England 7s	119⅞	119⅞	119⅞	119⅞	5
New York, Ontario & Western refdg. 4s	100⅝	101	100⅝	101	61
New York, Ontario & Western consol. 5s	106½	106⅝	106½	106⅝	32
New York, Sus. & Western general 5s	89⅞	90	89½	89½	8
Norfolk & Western general 6s	122	122	122	122	1
Norfolk & Western, New River 1st 6s	124	124	124	124	1
Norfolk & Western con. 4s	86⅞	87¼	86½	86¼	358½
Northern Pacific general lien 3s	65⅜	65½	65	65¼	846½
Northern Pacific 1st 6s	114	114	114	114	1
Northern Pacific prior lien 4s	100⅜	100⅝	100¼	100⅜	373½
Northern Railway of California 5s	103½	103½	103½	103½	30
Northwestern, 25-year debenture 5s	100	110	109	110	2
Northwestern general 3½s	108	108	108	108	53
Northwestern Sinking Fund 6s	122	123	122	123	15
Northwestern extended 4s	106	106	106	106	1
Northwestern 30-year debenture 5s	115½	116	115½	116	35
Northwestern gold 7s, coupon	114½	114¾	114½	114¾	2½
Northwestern gold 7s, registered	114¾	114¾	114¾	114¾	3
Ohio & Miss. 1st 7s, Springfield Div.	107	108	107	108	13
Ohio & Mississippi consol. 7s	104	105	104	105	24
Ohio Southern 1st 6s	83	85½	83	85½	25
Omaha & St. Louis 1st 4s	75	75	75	75	1
Oregon Railroad & Navigation 4s	99⅝	100	99⅝	100	194
Oregon Short Line consolidated 5s	105	106	105	106	13
Oregon Short Line Income A	80¾	80¾	80	80¾	122
Oregon Short Line Income B	56	58	[illegible]	57	118
Oregon Short Line 6s	126½	127	126½	127	65
Pacific Coast 1st 5s	103½	105¾	103½	105¾	36
Peoria, Decatur & Evans. 1st 6s, t. r.	101½	101½	101½	101½	3
Peoria & Eastern 1st 4s	77	78½	77	77½	99
Pittsburg & Western 4s	92½	93	92	92½	37
Pittsburg & Western 5s	69⅝	70	69¼	70	10
Reading general 4s	83⅝	84	83½	83⅝	201

BONDS.	First.	High.	Low.	Last.	Sales.
Richmond & Danville 6s	122½	122½	122½	122½	6
Rio Grande Western 1st 4s	90	90⅛	90	90	130
Rock Island 6s, registered	130	130	130	130	5
Rock Island general 4s	105	105½	104¾	105⅛	652
Rock Island general 4s, registered	104⅞	105⅛	104⅞	105⅛	92
Rome, Watertown & Ogdens. consol 5s	124½	124½	124½	124½	51
St. Joseph & Grand Island 1st 2-3-4s	80½	80½	80½	80½	11
St. Louis & Iron Mountain gen. 5s	100	100	99	100	89
St. Louis & Iron Mountain 5s, stamped	100	100	100	100	10
St. Louis & San Francisco gen. 5s	105¾	106¼	105¾	106	47
St. Louis & San Fran., Southw. Div. 5s	96¾	97½	96¾	97½	29
St. Louis & San Francisco general 6s	118⅞	120	118⅞	119¾	32
St. Louis & San Francisco 4s	79⅞	79⅞	79	79⅞	241
St. Louis Southwestern 1st 4s	80¼	80¾	80	80⅝	123
St. Louis Southwestern 2d income 4s	32¾	33	32¼	33	161
St. Paul 1st, Chi., Pac. & Western 5s	116½	117¼	116½	117¼	19
St. Paul, Hastings & Dakota 7s	129½	129½	129½	129½	1
St. Paul 1st Chi. Mo. Riv. 5s	114½	114½	114½	114½	3
St. Paul consolidated 7s	149	149	149	149	1
St. Paul general 4s, Series A	106	106	106	106	5
St. Paul, Southern Minnesota 6s	120	120	120	120	4
St. Paul Southwest Division 6s	117	117	117	117	5
St. Paul, Minn. & Man., Montana ext. 4s	101	101	100½	100½	20
St. Paul, Minn. & Man., Dakota Ext. 6s	122	122	122	122	1
San Antonio & Aransas Pass 4s	69⅞	70	69	69¾	272
Scioto Valley & New England 4s	89	90⅛	89	90⅛	2
South Carolina & Georgia 1st 5s	97	97	97	97	7
Southern Pacific of California 1st 6s	110½	110½	110½	110½	1
Southern Pacific of California consol. 5s	101½	101½	101½	101½	10
Southern Pacific of New Mexico 1st 6s	108¾	109¼	108¾	109¼	25
Southern Pacific of Arizona 1st 5s	108	109	108	109	49
Southern Railway 5s	98⅛	98¼	97½	97¾	329
Standard Rope & Twine 6s	67	68	67	68	7
Standard Rope & Twine income	15½	15⅝	14½	15⅝	75
Tenn. Coal & Iron 1st 6s, Birm. Div	86½	88¾	86½	88	81
Term. Railroad of St. Louis 1st 4½s	111½	111½	111½	111½	12
Texas & New Orleans consol. 5s	100	100½	100	100½	42
Texas & Pacific 1st 5s	107⅛	107½	107	107	19
Texas & Pacific 2d inc. 5s	43½	43⅞	43	43⅝	737
Toledo & Ohio Central 5s	103	103	103	103	5
Toledo, St. Louis & Kansas City 6s, t. r.	90	90	90	90	2
Union Elevated, Brooklyn, 1st 6s, tr. r.	90½	92	90½	91½	150
Union Pacific new 4s	98½	99	98½	99	1,213
Union Pacific, Den. & Gulf 1st 5s, t. r.	76½	76¾	75⅞	76	782
United States Leather 6s	116	116	116	116	6
Ulster & Delaware 5s	100½	100½	100½	100½	5
Utica & Black River 4s	107	107	107	107	1
Virginia Midland general 5s	107½	107½	107½	107½	2
Wabash 1st 5s	111¼	112½	111¼	111¾	44
Wabash 2d 5s	89½	89⅞	89	89	66
Wabash debenture, Series B	29½	29½	29	29	119
West Shore guaranteed 4s	110	110	109	109	11
Western New York & Penn. gen. 3-4s	58½	59	58½	59	77
Western New York & Pennsylvania inc	16	16	16	16	21
Western North Carolina 1st 6s	113	113	113	113	1
Western Union collateral trust 5s	111½	111½	111½	111½	21
Wheeling & Lake Erie 1st 5s, Wheel. Div	108	108	108	108	2
Wilkesbarre & Eastern 1st 5s	99½	99½	99½	99½	1
Wisconsin Central 1st 5s, trust receipts	53½	55	51¾	52	1,494
Wisconsin Central income	5¾	5¾	5¾	5¾	5
Total sales					$21,241,100

GOVERNMENT BONDS.

Bond Transactions New York Stock Exchange Week Ending Aug. 13, 1898.

	First	High	Low	Last	Sales
United States currency 6s, 1899	102¼	102¼	102¼	102¼	2
United States 5s, coupon	111⅝	111⅝	111⅝	111⅝	5
United States 4s, 1925, coupon	127¾	127¾	127¾	127¾	1
United States 4s, 1907, coupon	112	112	112	112	10½
United States 3s, when issued	104¾	105⅛	104¾	105	934
United States 3s, registered, when issued	105	105	105	105	5
Total sales					$957,500

STATE BONDS.

Bond Transactions New York Stock Exchange Week Ending Aug. 13, 1898.

	First	High	Low	Last	Sales
Alabama, Class A, small	105	105	105	105	*4
Virginia deferred 6s, trust receipts	9	9	8	8	130
Virginia funded debt 2-3s of 1991	72¾	74	72¾	74½	19
Total sales					149,400
Grand total					$22,347,900

*In $100.

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
United States 2s, registered	98½	Mch. 22	98	Apr. 4	98	Apr. 4
United States 4s, 1907, registered	113½	Feb. 4	106	Apr. 27	111	Aug. 1
United States 4s, 1907, coupon	114¾	Feb. 8	107	Apr. 28	112	Aug. 9
United States 4s, 1925, registered	129½	Jan. 11	116¾	Apr. 19	127½	Aug. 6
United States 4s, 1925, coupon	129¾	Jan. 12	117½	Apr. 19	127¾	Aug. 9
United States 5s, 1904, registered	115	Jan. 12	109¾	May 2	110½	May 6
United States 5s, 1904, coupon	115	Jan. 14	109¾	May 2	113¼	July 22
United States currency 6s, 1899	104	Jan. 22	102¼	Aug. 11	102¼	Aug. 11
United States 3s, 10-20, 1918, when issued	105¼	Aug. 3	104	July 28	105	Aug. 13
United States 3s 10-20, 1918, small, when is.	105½	Aug. 4	104¾	Aug. 5	104¾	Aug. 5
United States 3s, 10-20, 1918, reg., w. issued.	105	Aug. 12	105	Aug. 12	105	Aug. 12
District of Columbia 3.65s	116	July 7	115	Mch. 28	116	July 7

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
Alabama, Class A	109	May 14	108½	Mch. 8	109	May 14
Alabama, Class A, small	105	Aug. 10	105	Aug. 10	105	Aug. 10
Alabama, Class C	100	Feb. 28	98	Aug. 5	98	Aug. 5
Louisiana consolidated 4s	104	July 21	100	May 14	104	July 27
Louisiana consolidated 4s, small	100½	Mch. 14	98	Mch. 3	100½	Mch. 14
North Carolina 6s, 1919	128	Feb. 23	128	Feb. 23	128	Feb. 23
North Carolina consolidated 4s	101	Jan. 6	101	Jan. 6	101	Jan. 6
Tennessee settlement 3s	92½	June 23	87	May 10	91½	July 27
Tennessee settlement 3s, small	88	Jan. 5	87	May 25	88	June 16
Virginia funded debt 2-3s, 1991	74	Aug. 12	65	Apr. 22	74	Aug. 12
Virginia deferred 6s, trust receipts	9	Aug. 12	4½	Feb. 15	8	June 13

Last sales in 1897 of State bonds in which there have been no dealings in 1898:

	Sales.	Date.		Sales.	Date.
Alabama, Class A, (small)	107⅝	Oct. 8	North Car. con. 4s, (small)	100	Oct. 4
Alabama, Class B	104¾	July 26	Virginia deferred 6s	5	Apr. 1

BANK STOCKS.

Transactions on New York Stock Exchange from Jan. 1, 1898.

	Highest.		Lowest.		Last Sale.	
America	356	Mar. 9	350	Jan. 26	350	May 5
American Exchange	175	Mar. 11	167	June 13	170	July 28
Central National	165	June 9	165	June 9	165	June 9
City	1100	June 10	1100	June 10	1100	June 10
Columbia	150	Apr. 4	150	Apr. 4	150	Apr. 4
Chatham	295	Mar. 2	290	May 12	290	May 12
Commerce	210	Mar. 1	200	May 9	200½	Aug. 11
Continental	130	Jan. 4	125	May 18	125	May 18
Corn Exchange	290	Feb. 4	290	Feb. 4	290	Feb. 4
Market & Fulton	233	Mar. 4	230	Feb. 16	233	Mar. 4
Mechanics'	185	Feb. 11	175	May 13	175½	June 2
Mechanics & Traders'	120	July 9	120	July 9	120	July 9
Merchants'	149½	Jan. 4	148	Mar. 8	148½	June 20
New York	235	Apr. 14	235	Apr. 14	235	Apr. 14
Ninth	92½	Feb. 9	90	Mar. 9	90	June 15
North America	135½	Feb. 15	135	June 4	135	June 9
Park	315	Aug. 12	293	Jan. 28	315	Aug. 12
Phenix	90	Aug. 12	85	Aug. 11	90	Aug. 12
Republic	165	Mar. 21	155⅞	July 6	155⅞	July 6
Shoe & Leather	100	Jan. 13	99½	Jan. 20	99½	Jan. 20
State of New York	105	June 18	102	June 18	102	June 18
Tradesmen's	110	Feb. 18	105	Jan. 21	110	Feb. 18
West Side	275	Jan. 10	275	Jan. 10	275	Jan. 10
Western National	153	Jan. 28	145	Mar. 30	150	Apr. 29

Last sales on the New York Stock Exchange in 1897 of bank stocks not yet dealt in there this year:

		Date.			Date.
Broadway	242	Nov. 19	Importers & Traders'	535	March 23
Butchers & Drovers'	95	Nov. 27	Manhattan	220	Nov. 13
Chemical	4000	Feb. 3	Metropolis	475	April 23
Citizens'	122	Nov. 12	New York County	800	March 23
East River	130	Dec. 23	Seaboard	170	July 13
Fourth National	[illegible]	Nov. 26	Third National	92	March 13
Gallatin	[illegible]	Aug. 25			

Complete Bond Quotation List, New York Stock Exchange, Week Ending Aug. 13, 1898.

Bond	Range for Year 1898 — Highest		Lowest		Last Sale		Bid	Ask
Alabama Midland 1st gtd. g. [illegible], 1928	[illegible]	Aug 1[illegible]	[illegible]	Jan [illegible]	[illegible]	Aug 1[illegible]	[illegible]	[illegible]
[illegible] Ann Arbor 1st g. 4s, 1995	[illegible]	Aug 1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Atch., T. & S. F. gen. g. 4s, 1995	[illegible]	Aug 1[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Do., registered	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	..	..
Do., adjustment g. 4s, 1995	[illegible]	Mar [illegible]	[illegible]	Mar [illegible]	[illegible]	[illegible]	..	..
Atlantic & Pacific, [illegible]	[illegible]	Aug 1[illegible]	[illegible]	Mar [illegible]	[illegible]	[illegible]	73¾	73⅞
Atl. Av. of Brooklyn imp. g. 5s, 1934	[illegible]	Jan [illegible]	[illegible]	Jan [illegible]	[illegible]	Jan [illegible]	..	..
Atlanta & Danville 1st g. 5s, 1950	8[illegible]	Jun 24	85	Jan [illegible]	8[illegible]	Aug 9	..	..
Balt. & Ohio 1st 6s, Park'b. Br., 1919	112½	Feb 11	100	Apr [illegible]	11[illegible]	Aug 11	114	115
Do., gold 5s, 1885-1925	112½	Aug 11	90	Jan 1[illegible]	112½	Aug 11	..	..
Do., registered	112[illegible]	Jul 12	109¾	Jun [illegible]	112[illegible]	July 12	..	..
Do., cons. certs. of deposit	112[illegible]	Aug 11	90	Jun 2[illegible]	112[illegible]	Aug 13	..	..
Do., do., registered	112[illegible]	Jun 27	95	Feb [illegible]	11[illegible]	Aug 1	..	..
Do., con. g. 5s, 1988	117½	Aug 12	97	Apr [illegible]	117[illegible]	Aug 12	..	..
Do., registered	116[illegible]	Aug 10	103	May 2[illegible]	11[illegible]	Aug 1[illegible]	..	..
Do., J. P. M. Co. certs.	116¾	Aug 5	97	Apr [illegible]	116[illegible]	Aug [illegible]	..	..
Do., do., registered	112⅝	Jul 20	112⅝	Jul 20	112⅝	July 20	..	..
Baltimore Belt 1st g. 5s, int. gtd., 1990	101	Aug 11	84	Jan 11	101	Aug 11	..	..
West Va. & Pitts. 1st g. 4s, 1990	..	....	..	....	106¾	Oct., 96	..	..
Monong. River 1st gtd. g. 5s, 1919	..	....	..	....	104¾	July, 9[illegible]	..	..
Cent. Ohio reorg. 1st con. g. 4½s, 1930	104½	Aug 5	90	Jan 27	104½	Aug 5	104	..
Ak. & Chi. Junc. 1st gtd. int. g. 5s, 1930	..	....	..	....	102¾	Nov., 96	..	..
Do., coupon off	105	Aug 9	100	Jul 21	105	Aug 13	103¾	..
Pitts. & Connellsv. 1st g. 4s, 1946	107½	Jul 28	105½	Jun 24	107½	July 28	110	..
B. & O. S.W. RR. 1st gtd. g. 4½s, 1990	108	Jun 18	98½	Jan 17	102½	Aug 8	..	..
Do., 1st consolidated g. 4½s, 1993	..	....	..	....	60	Jun 9, 97	..	..
Do., 1st inc. g. 5s, Series A, 2043	27½	Jun 8	27	Jun 6	27½	June 8	..	..
Do., do., Series B, 2043	9½	Feb 3	5	May 28	9	June 8	..	..
Ohio & Mississippi 2d con. 7s, 1911	122½	Jul 12	120	Jul 6	122½	July 12	..	..
Do., 1st Springfield Div. 7s, 1905	105	Aug 13	102½	May 2	105	Aug 13	106	..
Do., 1st con. 4s, 1947	105¾	Jan 31	104	Aug 11	105	Aug 13	..	..
Do., 1st gen. 5s, 1932	..	....	..	....	108	April, 92	..	..
Brooklyn City 1st consol. 5s, 1941	112	May 27	112	July 1	112	July 1	..	..
Brooklyn El. Tr. Co. ctfs. 1st g. 6s, 1924	95	Jul 5	70	Apr 8	95	Aug 11	91½	92
Do., Tr. Co. ctfs., 2d g. 5s, 1915	..	....	..	....	43	Jun 19, 97	..	..
Do., do., 3d installment paid	68	May 24	68	May 24	68	May 24	..	..
Do., all installments paid	86	Jun 27	86	Jun 27	86	June 27	..	..
Sea & B.B. Tr. Co. cts., 1st gtd. g. 5s, 1942	..	....	..	....	70¼	De 14, 97	..	..
Union El. Tr. Co. cts., 1st gtd. g. 6s, 1937	92¼	Jul 1	80	Apr 14	91½	Aug 12	..	..
Brooklyn Rapid Transit g. 5s, 1945	104½	Aug 11	91	Apr 2	104½	Aug 12	..	..
Brunswick & Western 1st g. 4s, 1938	..	....	..	....	74	Sept., 96	..	..
Buff., Roch. & Pitts. gen. g. 5s, 1937	106½	Aug 8	104½	Jan 18	106½	Aug 8	106	10[illegible]
Roch. & Pitts. 1st g. 6s, 1921	127	Jan 26	127	Jan 26	127	Mar 2	..	..
Do., con. 1st g. 6s, 1922	128	Feb 2	122	Jul 16	122	July 6	..	..
Clearfield & Mah. 1st gtd. g. 5s, 1943	..	....	..	....	108	Ap 14, 97	..	..
Buffalo & Susquehanna 1st g. 5s, 1913	..	....	..	....	100	Feb., 96	..	..
Bur., Cedar Rap. & Nor. 1st 5s, 1906	109	Feb 4	104¾	Jun 17	107	Aug 8	..	..
Do., con. 1st and col. tr. g. 5s, 1934	109	Jan 17	100	Apr 23	107	July 29	107½	..
Minn. & St. L. 1st gtd. g. 7s, 1927	..	....	..	....	140	Fe 14, 97	..	..
C.R., Iowa Falls & N.W. 1st g. 6s, 1920	..	....	..	....	108	De 10, 97	..	..
Do., do., 1st g. 5s, 1921	105	Jan 4	105	Jan 4	105	Jan 4	..	..
Canada South. 1st int. gtd. 5s, 1908	111¼	Jun 28	107¾	Apr 27	109¼	Aug 13	..	..
Do., 2d 5s, 1913	111	Feb 17	105	Apr 16	110	July 30	..	..
Do., do., registered	..	....	..	....	106	Jan 30, 97	..	..
Cent. RR. & Bkg. Co. of Ga. col. g. 5s, 1937	93½	Feb 16	87	Apr 21	92½	June 30	..	..
Cent. of Ga. RR. 1st g. 5s, 1945	119½	Jan 13	114	Mar 25	114½	June 3	..	..
Do., con. g. 5s, 1945	92½	Jan 22	84¾	Apr 29	90½	Aug 13	90¼	90¾
Do., 1st pf. inc. g. 5s, 1945	44½	Jan 6	36	Mar 25	42½	Aug 13	42½	43½
Do., 2d pf. inc. g. 5s, 1945	15½	Jan 6	10½	Jul 26	14	Aug 12	13½	15
Do., 3d pf. inc. g. 5s, 1945	8½	Jan 21	4½	Jul 26	6	Aug 6	5½	7½
Do., Macon & Nor. Div. 1st g. 5s, 1946	92	Jan 6	92	Jan 6	92	Jan 6	..	..
Do., Mobile Div. 1st g. 5s, 1946	99	Jul 6	95¾	Jan 19	99	July 6	..	..
Cent. of New Jersey 1st con. 7s, 1899	104¾	Feb 2	103	Jul 19	103	Aug 9	102¾	..
Do., 1st conv. 7s, 1902	..	....	..	....	113½	Dec 3, 97	..	..
Do., conv. deb. 6s, 1908	110½	Feb 15	110	Jul 21	110	July 21	..	..
Do., gen. g. 5s, 1987	115	Jun 30	100½	Apr 27	114	Aug 12	113¾	114¼
Do., do., registered	114¾	Feb 14	108½	Apr 26	113¼	Aug 13	113¾	114½
Lehigh & Wilkes Coal con. ass. 7s, 1900	103½	Feb 18	99½	May 25	100½	Aug 11	..	..
Do., 5s, 1912	93	Feb 18	90	Jan 5	91	July 20	..	..
Am. Dock & Imp. Co. 5s, 1921	116	Mar 4	110	Apr 26	115	June 23	..	..
N. J. Southern int. gtd. 6s, 1899	..	....	..	....	104	No 13, 97	..	115
Cent. Pac. g. 6s, 1898, Speyer certs.	103	Jan 18	103	Jan 18	103	Jan 18	..	..
Do., ext. g. 5s, Series A.B.C.D., 1898	103½	Feb 23	103	Feb 18	103	Feb 24	..	..
Do., ext. g. 5s, Series E, 1898	102	Feb 21	102	Feb 21	102	Feb 21	..	..
Do., Speyer & Co. ctfs. dep. E, 1900	102	Jul 14	101½	May 5	102	July 14	..	..
Do., San Joaquin Br. g. 6s, 1900	105	Feb 23	102½	Jun 17	102½	June 17	..	..
Do., gtd. g. 5s, 1939	..	....	..	....	84½	Sept., 96	..	..
Do., land grant g. 5s, 1900	100½	Feb 23	100	Feb 23	102	Mar 10	..	..
Do., C. & O. Div. ext. g. 5s, 1918	101	Jan 18	101	Jan 18	101	Jan 18	..	..
Western Pacific g. 6s, 1899	104	Jun 29	101	Mar 17	104	June 29	..	..
North. Ry of Cal. 1st gtd. g. 6s, 1907	..	....	..	....	98	Aug 6, 97	..	..
Do., gtd. g. 5s, 1938	103½	Aug 8	100	Jan 6	103½	Aug 12	..	..
Cent. Wash. Tr. Co. ctfs., 1st g. 6s, 1938	40	Feb 2	40	Feb 2	40	Feb 2	..	..
Ches. & Ohio pur. mon. fund. 6s, 1898	101½	Jan 7	101½	Jan 7	101½	Jan 7	..	..
Do., g. 6s, Series A, 1908	120½	Feb 14	118¼	Jun 22	119	July 27	119	122
Do., g. 6s, 1911	120½	Aug 2	115½	Apr 20	120½	Aug 2	120	122
Do., 1st con. g. 5s, 1939	117	Feb 11	111	May 2	115¾	Aug 12	115	116
Do., do., registered	114½	Jan 31	113	Jan 3	114	Feb 7	..	..
Do., gen. g. 4½s, 1992	89½	Aug 11	73½	Mar 26	89	Aug 13	89⅛	89¼
Do., R. & A. Div. 1st con. g. 4s, 1989	105½	Jun 30	99	Apr 25	105	Aug 10	104	105
Do., do., 2d con. g. 4s, 1989	94	Jan 12	90¼	Jul 29	90	Aug 1	..	..
Do., Craig Valley 1st g. 5s, 1940	99½	Feb 7	95	May 24	95½	May 27	..	..
Eliz., Lex. & Big Sandy gtd. g. 5s, 1902	104	Jan 18	97½	Apr 11	103½	July 28	..	..
Chi. & Alton sink. fd. g. 6s, 1903	113½	Apr 21	112½	Feb 7	113½	Apr 21	..	..
Louisiana & Mo. River 1st 7s, 1900	111	Jan 7	107	Mar 23	108	June 15	..	..
Do., 2d 7s, 1900	107	Jul 20	107	Jul 20	107	July 20	..	..
St. L., Jacksonv. & C. 2d gtd. 7s, 1898	..	....	..	....	104¾	Mr 25, 97	..	..
Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912	..	....	..	....	105½	Oct., 95	..	..
Chi., Bur. & Northern 1st 5s, 1926	110½	Jul 30	105	Mar 25	110½	Aug 11	..	108¾
Chi., Bur. & Quincy con. 7s, 1903	118	Jun 29	113½	Apr 20	115½	Aug 5	115	..
Do., sinking fund 5s, 1901	107	Feb 24	103½	Aug 8	104¾	Aug 11	..	..
Do., debenture 5s, 1913	109	Feb 7	104½	May 16	109	Aug 10	..	..
Do., convertible 5s, 1903	117½	Aug 13	104½	Mar 25	117½	Aug 13	..	..
Do., Iowa sink. fund 5s, 1919	109½	Feb 17	109½	Feb 17	109½	Feb 28	..	..
Do., do., do., 4s, 1919	104	Feb 4	98	Apr 4	102	Aug 5	101	..
Do., Denver Div. 4s, 1922	101½	Jan 7	97	Apr 1	99¾	June 17	..	..
Do., 4s, 1921	100	Jun 9	99	Jun 15	100	Aug 6	..	..
Do., Chi. & Iowa Div. 5s, 1905	..	....	..	....	107½	Jan., 96	..	..
Do., Nebraska extension 4s, 1927	100¾	Aug 5	95	Mar 25	100¾	Aug 12	100	101
Do., do., registered	97½	Mar 19	97	May 9	97	May 9	..	..
Hannibal & St. Joseph con. 6s, 1911	123	Jan 29	119	Mar 9	120	June 11	..	..
Chi. & East. Ill. 1st sink. fd. cur. 6s, 1907	116½	Feb 8	114½	Jul 15	114½	July 15	..	117½
Do., 1st con. g. 6s, 1934	130	Jan 3	122	Apr 19	122	Apr 19	..	..
Do., gen. con. 1st 5s, 1937	108½	Jun 10	101¼	Jan 11	107½	Aug 13	105	107
Do., do., registered	106¾	Jun 7	101	Jan 4	106½	June 7	..	..
Chi. & Ind. Coal Ry 1st 5s, 1936	109	Feb 11	100¼	Jan 14	102½	July 29	..	..
Chicago, Indianapolis & Louisville—								
Louisv., New Alb. & Chi. 1st 6s, 1910	115½	Jun 10	112	Feb 25	115½	June 10	..	..
Chi., Ind. & Louisv. refdg. g. 5s, 1947	91	Aug 9	80	Mar 12	91	Aug 9	..	..
Do., refunding g. 6s, 1947	105½	Jul 29	90	Mar 29	105½	Aug 1	..	..
Chicago, Milwaukee & St. Paul—								
Mil. & St. P. 1st 7s, $ gold, R.D., 1902	147	Aug 6	140	Jan 29	147	Aug 6	148¼	..
Do., 1st Iowa & D. 7s, 1899	145	Jul 19	137½	Jan 3	145	July 19	148½	..
Do., 1st C. & M. 7s, 1903	144	Feb 16	140	Jan 13	141	Apr 6	148½	..
Chi., Mil. & St. Paul con. 7s, 1905	149	Aug 12	138	Jan 4	149	Aug 12	148½	..
Do., 1st I. & D. ext. 7s, 1908	148	Aug 6	139¼	Jan 5	148	Aug 6	148½	..
Do., 1st Southwest. Div. 6s, 1909	119¾	Jan 19	116	May 18	117	Aug 10	..	..
Do., 1st LaC. & Dav. 5s, 1919	110	Mar 14	110	Mar 14	110	Mar 14	..	..
Do., 1st So. Minn. Div. 6s, 1910	121	Feb 8	114½	Apr 20	120	Aug 10	..	..
Do., 1st H. & D. Div. 7s, 1910	130½	Jan 13	128½	Jun 4	129½	Aug 8	..	..
Do., do., 5s, 1910	..	....	..	....	109	Oct 5, 97	..	..
Do., Chi. & Pac. Div. 6s, 1910	121	Jan 28	118	Mar 11	118½	July 19	..	..
Do., 1st C. & Pac. W. g. 5s, 1921	117½	Jun 28	111	Apr 26	117½	Aug 12	..	..
Do., Chi. & Mo. Riv. Div. 5s, 1926	117	Feb 10	110¾	May 23	114½	Aug 12	..	..
Do., Mineral Point Div. 5s, 1910	110	Jan 17	107	Jan 5	109½	Apr 16	..	..
Do., C. & Lake Sup. Div. g. 5s, 1921	113½	Mar 2	112	Apr 21	112	Apr 21	..	..
Do., Wis. & Min. Div. g. 5s, 1921	115½	Feb 11	111	Apr 29	111½	July 1	..	..
Do., terminal g. 5s, 1914	115	Feb 7	111	Apr 1	113	July 18	..	..
Do., Far. & So. assu. g. 6s, 1924	127¼	Jan 27	127¼	Jan 5	127¼	Jan 27	..	..
Do., con. sk. fd. 5s, 1916	..	....	..	....	106½	Jly 9, 97	..	..
Do., Dak. & Great So. g. 5s, 1916	114	Jun 21	109	Apr 7	114	June 21	..	..
Do., gen. g. 4s, Series A, 1989	107	Feb 4	102	May 3	106	Aug 9	..	..
Do., do., registered	105½	Feb 19	104¾	Feb 1	105½	Feb 19	105½	106
Mil. & North. 1st, main line 6s, 1910	122½	Jan 19	120	Mar 15	120	Mar 18	..	..
Do., 1st con. 6s, 1913	123	Feb 7	117	Apr 30	121	Aug 1	..	..
Chicago & Northwestern con. 7s, 1915	145	Jan 10	138	May 6	142½	July 8	141	143½
Do., gold 7s, 1902	116½	Feb 15	113	Apr 27	114½	Aug 12	..	..
Do., do., registered	116½	Feb 15	112½	May 27	114¾	Aug 8	..	..
Do., sinking fund 6s, 1879-1929	123	Aug 10	113½	Jun 2	123	Aug 10	120	..
Do., do., registered	115	Jul 13	114	Jun 14	115	July 13	..	..
Do., sinking fund 5s, 1879-1929	111½	Feb 2	106	Apr 2	108	July 11	109½	..
Do., do., registered	107½	Jul 13	107½	Jul 13	107½	July 13	..	..
Do., sinking fund deb. 5s, 1933	119	Feb 2	114	May 23	116½	June 29	118	120
Do., registered	119	Feb 21	117	Mar 8	117	Mar 8	..	..
Do., debenture 5s, 1909	110½	Feb 9	107½	May 18	110	Aug 10	109	110½
Do., do., registered	109½	Mar 19	109½	Mar 19	109½	Mar 19	..	..
Do., debenture 5s, 1921	116	Aug 12	111	May 9	116	Aug 12	115	..
Do., do., registered	117¾	Feb 7	117¾	Feb 7	117¾	Feb 7	..	..
Do., extension 4s, 1886-1926	107	Feb 4	104	Mar 8	106	Aug 10	106½	107½
Do., registered	103	Jun 10	103	Jun 10	103	June 10	..	..
Do., gen. 3½s, 1987	103	Aug 5	99	May 16	103	Aug 13	..	..
Escanaba & Lake Sup. 1st 6s, 1901	107¾	May 26	106	Apr 21	107¾	May 26	..	..
Chicago & Milwaukee 1st 7s, 1898	102½	Apr 12	101½	Jan 3	102½	Apr 12	..	..
Winona & St. Peters 2d 7s, 1907	..	....	..	....	127	Au 17, 96	..	..
Milwaukee & Madison 1st 6s, 1905	117	Jan 12	117	Jan 12	117	Jan 12	..	..
Ottumwa, C. F. & St. P. 1st 5s, 1909	109	Mar 3	109	Mar 3	109	Mar 3	..	..
Northern Illinois 1st 5s, 1910	105	Apr 22	105	Apr 22	105	Apr 22	..	..
Mil., L. S. & West. 1st g. 6s, 1921	137	Jan 6	132½	May 21	135½	Aug 11	135⅝	..
Do., conv. deb. g. 5s, 1907	..	....	..	....	105½	Fe 24, 97	..	..
Do., ext. & imp. sk. fd. g. 5s, 1929	117½	Feb 24	113½	May 26	113½	June 6	..	..
Do., Michigan Div. 1st g. 6s, 1924	134	Mar 22	133	Mar 22	134	Mar 23	..	..
Do., Ashland Div. 1st g. 6s, 1925	135	Feb 26	133	May 19	133	May 19	..	..
Do., incomes, 1911	118	Apr 21	112	Apr 26	112	Apr 26	..	..
Chicago, Rock I. & Pacific 6s, 1917	132	Apr 21	129⅞	Jul 28	129⅞	July 28	..	..
Do., do., registered	131¼	Jan 29	128	Apr 2	130	Aug 12	127	..
Do., debenture 5s, 1921	107½	Feb 2	104¾	Mar 25	107	July 22	107¼	..
Do., gen. g. 4s, 1988	105½	Aug 11	102¾	May 7	105	Aug 12	104⅞	105⅛
Do., do., registered	105½	Aug 13	103¼	May 11	105½	Aug 13	..	..
Des Moines & Ft. Dodge 1st 4s, 1905	94	Aug 2	85	Jan 15	94	Aug 2	..	..
Do., 1st [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	..	..
Do., extension 4s, 1926	6[illegible]½	Feb 11	6[illegible]	Jan 1[illegible]	70	Feb 2[illegible]	..	..
Keokuk & Des Moines 1st 5s, 1923	106	Feb 17	10[illegible]	Apr 2[illegible]	10[illegible]	July 1[illegible]	..	..
Do., do., small	..	....	..	....	[illegible]	[illegible]	..	..
Chi., St. P., Minn. & Om. con. 6s, 1930	[illegible]	Jan [illegible]	[illegible]	Apr [illegible]	1[illegible]	Au 1[illegible], 9[illegible]	..	..
Chi., St. P. & M. 1st g. 6s, 1918	[illegible]	Jan 2[illegible]	[illegible]	Apr [illegible]	1[illegible]	Aug [illegible]	..	..
St. P. & Sioux City 1st g. 6s, 1919	[illegible]	Jan 1[illegible]	[illegible]	May 1[illegible]	[illegible]	Aug 1[illegible]	..	..
Chi. & Wn. Ind. 1st s'k fd. g. 6s, 1919	[illegible]	Jan 2[illegible]	[illegible]	Apr 1[illegible]	[illegible]	July [illegible]	1[illegible]	..
Do., gen. g. 6s, 1932	..	....	..	....	[illegible]	Jly [illegible], 97	..	..
Chicago Term. Transfer g. 4s, 1947	[illegible]	Feb 17	[illegible]	Apr 1	[illegible]	Aug [illegible]	..	..
Chi. & West Mich. Ry. 5s, 1921	9[illegible]	Aug 10	7[illegible]	Mar [illegible]	9[illegible]	Aug 12	9[illegible]	9[illegible]
Cin., Ham. & Dayton con. s.f. 7s, 1905	..	....	..	....	[illegible]	Nov., 9[illegible]	..	..
Do., 2d g. 4½s, 1937	..	....	..	....	[illegible]	Oct 1[illegible], 97	..	..
Cin., Day. & Ironton 1st gtd. g. 5s, 1941	111¼	Feb 14	107½	May 10	110	Aug 1	..	..
City & Sub. Ry. Balt. 1st g. 5s, 1922	..	....	..	....	105¾	Apr., 95	..	..
Clev. & Can. Tr. Co. ctfs. for 1st 5s, 1917	75½	Feb 4	60¾	May 3	70	June 10	..	..
Clev., Cin., Chi. & St. L. gen. g. 4s, 1993	9[illegible]	May 12	8[illegible]	May 18	88	June 20	..	..
Do., Cairo Div. 1st g. 4s, 1939	9[illegible]	Aug 11	88	Jun [illegible]	9[illegible]	Aug 13	88	..
St. Louis Div. 1st col. trust g. 4s, 1990	9[illegible]	Feb 14	90¼	May 6	9[illegible]	July 28	..	..
Do., do., registered	9[illegible]	Mar 15	90	Mar 2[illegible]	90	Mar 2[illegible]	97½	98½
Spring. & Col. Div. 1st g. 4s, 1940	..	....	..	....	87	Oct., 95	..	..
White W. Val. Div. 1st g. 4s, 1940	86¾	Jan 12	80	Jun 1[illegible]	80	June 12	..	..
Cin., Wab. & Mich. Div. 1st g. 4s, 1991	9[illegible]	Mar 9	89	Feb 2[illegible]	90	Aug 8	..	..
Cin., Ind., St. L. & C. 1st g. 4s, 1936	10[illegible]	Feb 11	98¾	May 17	99½	May 26	109½	..
Do., con. 6s, 1920	..	....	..	....	100	Nov., 9[illegible]	..	..
Cin., San. & Clev. con. 1st g. 5s, 1928	..	....	..	....	114	Oct 7, 97	..	..
Ind., Bloom. & West. 1st pf. 7s, 1900	..	....	..	....	107½	Fe 19, 97	..	..
Peoria & Eastern 1st con. 4s, 1940	79	Jul 8	70	Mar 14	77½	Aug 13	78	79
Do., income 4s, 1990	19	Jun 21	14	May 7	1[illegible]½	July 20	..	..
C., C., C. & Ind. 1st sk. fd. 7s, 1899	10[illegible]½	Mar 5	102	May 9	10[illegible]	July 28	..	..
Do., con. 7s, 1914	137	Jan 17	131¼	Jun 4	135½	July 28	..	..
Do., gen. con. g. 6s, 1934	127½	May 11	127½	May 11	127½	May 11	..	..
Cin. & Spfd. 1st M.C.C.C. & I. 7s, 1901	..	....	..	....	107½	Oct 16, 97	..	..
Clev., Lor. & Wheel. 1st con. g. 5s, 1933	106	May 10	100	Mar 18	103	May 10	..	..
Clev. & Mahoning Val. g. 5s, 1938	..	....	..	....	120¼	July, 96	..	..
Colorado Midland Ry 1st 2-3-4s, 1947	65	Aug 8	56	May 26	65	Aug 8	58	58
Col. Hock. Val. & Tol. con. g. 5s, 1931	..	....	..	....	68½	My 15, 97	..	..
Do., J.P.M. & Co. eng. cts., $65 paid	81	Aug 8	70½	Apr 21	81	Aug 11	80	82
Do., gen. g. 6s, 1904	61	Feb 14	54	Jan 11	61	Feb 14	..	..
Con. & Passumpsic Riv. 1st g. 4s, 1943	..	....	..	....	102	Dec., 95	..	..
Del., Lack. & West. 7s, 1907	128	Jan 15	122	Apr 4	122	Apr 4	..	..
Syra., Bing. & N. Y. 7s, 1906	126	Jul 22	125¼	Jan 8	126	July 28	126	..
Morris & Essex 1st 7s, 1914	144	Jan 4	137½	May 21	140	July 18	..	..
Do., 7s, 1900	..	....	..	....	109	No 23, 97	..	..
Do., 7s, 1871-1901	118½	Feb 28	107	Apr 21	110½	June 30	..	107
Do., 1st con. gtd. 7s, 1915	142½	May 28	138	Apr 18	139	June 30	..	..
Do., registered	..	....	..	....	138	July, 92	..	..
N. Y., Lack. & West. 1st 6s, 1921	138¾	Jan 20	136¾	July 8	136¾	July 8	..	..
Do., construction 5s, 1923	..	....	..	....	118½	No 17, 97	..	..
Warren 2d 7s, 1900	108	Aug 1	108	Aug 1	108	Aug 1	..	..
Del. & Hud., 1st Penn. Div. 7s, 1917	145	Aug 11	143	May 7	145	Aug 11	154	..
Do., do., registered	..	....	..	....	143	May 4, 97	..	..
Alb. & Sus. 1st con. gtd. 7s, 1906	125½	Jan 25	120½	May 6	123	Aug 10	122½	..
Do., g. 6s, 1906	118½	Jan 27	110	Apr 21	115	June 21	117	..
Do., do., registered	..	....	..	....	116½	Mr 22, 97	115¼	..
Ren. & Saratoga 1st 7s, 1921	..	....	..	....	148¾	Au 18, 97	143	..
Do., do., registered	145	Feb 18	141	May 6	141	May 6	141	..
Den. & Rio Gr. 1st con. g. 4s, 1936	98	Aug 13	89	Apr 8	98	Aug 13	97½	97⅞
Do., 1st g. 7s, 1900	111½	Aug 9	108	Apr 5	111	Aug 10	..	..
Do., improvement g. 5s, 1928	94½	Jul 25	85½	Jan 3	94½	Aug 12	..	..
Des Moines Union 1st g. 5s, 1917	100	Mar 30	97	Jan 6	99¾	June 6	..	..
Det., Mack. & Mar. ld. gt. 3½s, Ser. A, 1911	19	Aug 8	16¼	Jun 8	18½	Aug 13	18	19
Duluth & Iron Range 1st 5s, 1937	107⅞	Mar 9	104	Jan 8	106	July 27	105	107
Duluth, Red Wing & So. 1st 5s, 1928	92½	Feb 11	92¼	Feb 11	92¼	Feb 11	..	..
Duluth, So. Shore & Atlantic g. 5s, 1937	107	Mar 8	101	May 2	107	June 8	..	..
Erie 1st ext. g. 4s, 1947	116	Feb 2	112½	Jan 4	113	July 26	..	..
Do., 2d ext. g. 5s, 1919	119½	Aug 2	116½	May 20	119½	Aug 2	..	..
Do., 3d ext. g. 4½s, 1923	111½	Jun 3	108	Apr 11	111½	June 27	..	..
Do., 4th ext. g. 5s, 1920	118	Jun 7	113	May 23	117	June 28	..	..
Do., 5th ext. g. 4s, 1928	105	May 23	104½	Feb 21	104½	June 3	..	..
Do., 1st con. g. 7s, 1920	147½	Feb 11	138	May 6	143	July 19	..	..
Do., 1st con. g. fund, 7s, 1920	142	Jan 13	140	May 27	141	June 25	..	..
Long Dock con. g. 6s, 1935	139	Feb 25	133¼	Apr 12	137	July 7	..	..
Buffalo, N. Y. & Erie 1st 7s, 1916	133	Jun 6	133	Jun 6	133	June 6	..	..
Jefferson R.R. 1st gtd. g. 5s, 1909	106	Feb 11	106	Feb 11	106	Feb 11	..	..
Chicago & Erie 1st g. 5s, 1982	113½	Aug 9	108	May 2	113	Aug 10	..	..
N.Y., L.E. & W. 1st cur. 6s, 1913	..	....	..	....	102	Aug., 96	..	..
N.Y. & Greenw'd Lake gtd. g. 5s, 1946	..	....	..	....	105½	Oct 2, 97	..	..
Erie R.R. 1st con. g. 4s, prior bds., 1996	94½	Aug 12	84¾	Apr 26	94½	Aug 13	94	94¼
Do., 1st con. gen. lien g. 4s, 1996	76	Aug 8	66	Apr 28	74¾	Aug 12	..	..
N. Y., Sus. & W. 1st refdg. 5s, 1937	108¾	Feb 11	99	Apr 27	105	July 25	105	..
Do., 2d g. 4½s, 1937	92	Jul 14	84½	Jan 6	92	July 15	..	..
Do., gen. g. 5s, 1940	98	Feb 7	83	Apr 23	89½	Aug 11	88½	89¼
Do., terminal 1st g. 5s, 1943	111½	Jan 28	109½	Jul 25	109½	July 25	..	..
Wilk. & East. 1st gtd. g. 5s, 1942	101½	Feb 8	93½	Jan 3	99½	Aug 11	98	..
Midland R. of N. J. 1st g. 6s, 1910	121	Jan 4	116	Apr 18	120¾	Aug 6	..	..
Eureka Springs 1st g. 6s, 1933	..	....	..	....	65	No 10, 97	..	..
Evansville & T. H. 1st con. g. 6s, 1921	118	Jun 24	112	May 20	114	July 20	114	..
Do., 1st gen. g. 5s, 1942	88½	May 31	82	Apr 13	85	Aug 8	..	..
Do., Mt. Vernon 1st g. 6s, 1923	..	....	..	....	110	May, 98	..	..
Do., Sul. Co. Brch. 1st g. 5s, 1930	..	....	..	....	110	Sept., 91	..	..
Evans. & Ind. 1st con. gtd. g. 6s, 1926	78	Feb 14	77½	Feb 16	77½	Feb 16	..	..
Flint & Pere Marq. g. 6s, 1920	117¼	Aug 5	110	May 2	117	Aug 9	..	..
Do., 1st con. g. 5s, 1939	95	Feb 3	85	Apr 29	94	Aug 5	..	..
Do., Pt. Huron d. 1st g. 5s, 1939	93½	Aug 11	88	Jan 5	93½	Aug 11	96	..
Fla. Cent. & Peninsular 1st g. 5s, 1918	..	....	..	....	103	Au 14, 97	..	..
Do., con. g. 5s, 1943	..	....	..	....	80½	May, 96	..	..
Fort St. Un. Depot Co. 1st g. 4½s, 1941	105	Mar 11	105	Mar 11	105	Mar 11	..	..
Ft. Worth & Den. City 1st g. 4-6s, 1921	75½	Jun 29	65	Mar 17	75½	Aug 13	75	75½
Ft. Worth & Rio Gr. 1st g. 3-4s, 1928	64	Aug 8	54½	Jan 5	62½	Aug 11	..	..
Gal., H. & H. 1st 5s, 1913	94	Aug 4	88¾	Jan 26	94	Aug 12	..	..
Georgia & Ala. Ry 1st pf. g. 5s, 1945	88	Jul 18	88	Jul 18	88	July 18	..	..
Ga., Car. & North. 1st gtd. g. 5s, 1929	92	Jul 8	92	Jul 8	92	July 8	..	..
Green Bay & West. deb. certs., A	49	Jan 27	40½	Jun 23	44	Aug 10	..	..
Greeen Bay & West. deb. certs., B	6½	Jan 26	3½	Jul 9	5½	Aug 9	..	..
Houston, E. & W. Texas 1st g. 5s, 1933	94	Jul 28	88	Jun 9	93½	Aug 11	..	..
Illinois Central 1st g. 4s, 1951	115	Mar 10	109½	Aug 8	109½	Aug 8	109¼	..
Do., do., registered	109½	Jul 28	108½	Jun 2	109½	July 28	109½	..
Do., 1st g. 3½s, 1951	105	Mar 16	105	Mar 16	105	Mar 16	..	..
Do., registered	102½	Apr 15	101	Apr 24	102½	Apr 15	..	..
Do., g. 4s, 1952	104	Jul 8	100	May 6	104	July 8	..	..
Do., do., registered	103	Jan 25	103	Jan 25	103	Apr 15	..	..
Do., g. 4s, 1953	102¼	Feb 2	97½	Apr 29	101¾	Aug 11	..	..
Do., col. tr. g. 4s, L. N.O. & T, 1953	..	....	..	....	..	....	..	..
Do., 2-10s, g. 4s, 1904	..	....	..	....	100½	Jan 4, 97	102¼	..
Do., Western Line 1st g. 4s, 1951	105	Jan 28	101	May 20	103½	Aug 8	..	..
Do., Louisville Div. g. 3½s, 1953	94½	Jul 12	92⅝	Jul 12	94⅝	Aug 6	..	..
Do., Cairo Bridge g. 4s, 1950	..	....	..	....	102½	Sept., 96	..	..
Do., Middle Div. registered 5s, 1921	..	....	..	....	116½	Aug., 95	..	..
Do., St. Louis Div. g. 3s, 1951	..	....	..	....	..	....	..	..
Do., St. Louis Div. 3½s, 1951	94⅝	Aug 13	92½	Jul 29	94⅝	Aug 13	79	82
Chi., St. L. & New Orl. g. 5s, 1951	123¼	Feb 15	115½	Apr 23	123	Aug 13	..	..
Do., registered	..	....	..	....	118¼	Apr 1, 97	..	..
Do., Memphis Div. 1st g. 4s, 1951	103½	Jan 24	103½	Jan 24	103½	Jan 24	..	..
St.L., A. & T.H. 1st & ter. g. 5s, 1914	..	....	..	....	105	De 28, 97	..	..
Belleville & Carodt. 1st 6s, 1923	..	....	..	....	115	Ja 22, 96	116	..
St. Louis South. 1st gtd. g. 4s, 1931	..	....	..	....	90	No 12, 97	94	..
Ind., Dec. & Wn. 1st g. 5s, 1935	104	Jan 10	97	May 2	101½	Aug 10	..	..
Ind., Illinois & Iowa 1st g. 4s, 1939	88	Jan 4	86	Jan 22	86	Jan 22	..	..
Do., 1st ext. g. 5s, 1943	..	....	..	....	94¼	Nov., 95	..	..
Int. & Gt. North. 1st g. 6s, 1919	123¼	Jan 13	116	May 6	121	Aug 5	..	..
Do., 2d g. 5s, 1909	90½	Aug 12	78	Mar 23	90½	Aug 12	..	122
Do., 3d g. 4s, 1921	60	Feb 7	44	Jan 14	58½	Aug 12	..	..
Iowa Central 1st g. 5s, 1938	104½	Aug 13	97	Mar 26	104½	Aug 13	..	..
K. C., P. & Gulf 1st & col. g. 5s, 1923	81¾	Feb 14	65	Apr 26	76¾	Aug 13	..	..
Kings Co. El., Ser. A, 1st g. 5s, 1925	59	Jul 8	40	Apr 28	57	Aug 6	76	76½
Fulton El. 1st gtd. g. 5s, Ser. A, 1929	49	Jul 9	35	Mar 11	49	July 9	..	60
Lake Erie & West. 1st g. 5s, 1937	117½	Feb 9	115	May 10	116	May 20	..	..
Do., 2d g. 5s, 1941	104½	Jun 10	95	Apr 29	102½	Aug 12	..	..
Northern Ohio 1st gtd. g. 5s, 1945	102	Jun 4	100½	Jan 6	102	June 4	..	102½
Lake Shore & Michigan Southern—								103½
Detroit, Mon. & Tol. 1st 7s, 1906	121	Apr 28	121	Apr 28	121	Apr 28	..	..
Lake Shore Div. 7s, 1899	106½	Feb 11	104¾	Aug 12	104¾	Aug 13	..	..
Do., con. 1st 7s, 1900	110	Mar 9	105½	Aug 3	105½	Aug 3	105½	..
Do., do., registered	109¾	Feb 9	105½	Jun 30	105½	July 19	..	..
Do., con. 2d 7s, 1903	120½	Feb 23	115½	Jun 16	116	Aug 12	116	..
Do., do., registered	119½	Mar 1	115¾	Jun 16	115¾	June 16	..	..
Do., g. 3½s, 1997	106¾	Jan 18	102	Apr 7	106	Aug 13	105½	..
Do., do., registered	106	Feb 21	103	Mar 29	103	Mar 29	..	..
Cin. & Sp. 1st gtd., L. S. & M. 7s, 1901	..	....	..	....	108½	Dec 1, 97	..	..
Mahoning Coal R.R. 1st 5s, 1934	..	....	..	....	125	Dec 9, 97	..	..
Lehigh Valley (Penn.) col. g. 5s, 1997	104	Aug 8	104	Aug 8	104	Aug 8	..	..
Leh. Val. N. Y. 1st gtd. g. 4½s, 1940	104¾	Feb 17	99	Apr 29	102	Aug 12	..	..
Leh. Val. Ter. Ry 1st gtd. g. 5s, 1941	112½	Feb 16	107	Apr 20	111	Aug 11	..	..
Do., do., registered	..	....	..	....	110	No 26, 97	..	..
Leh. Val. Coal Co. 1st gtd. g. 5s, 1933	92½	Mar 22	92½	Mar 22	92½	Mar 22	..	..
Leh. & N. Y. 1st gtd. g. 4s, 1945	92	Feb 18	91	Aug 10	91	Aug 10	91	..
El., Cor. & Nor. g. 1st pf. 6s, 1914	..	....	..	....	99½	Feb., 93	..	..
Do., g. gtd. 5s, 1914	..	....	..	....	101	Sep 16, 97	..	..
Litch., Car. & W. 1st g. 6s, 1916	..	....	..	....	95	Feb., 93	..	..
L., R. & M. Tr. Co. cts. for 1st g. 5s, 1937	..	....	..	....	25	Apr., 96	..	..
Long Island 1st con. g. 5s, 1931	120	Feb 2	117	May 13	119½	June 28	..	..
Do., gen. g. 4s, 1938	90	Jun 11	85½	Jan 12	90	June 23	90	..
Do., ferry g. 4½s, 1922	90	Jan 31	86¾	Apr 1	86¾	Apr 6	..	..
N. Y. & Rockaway B. 1st g. 5s, 1927	..	....	..	....	100	My 25, 97	..	..
Do., 2d income, 1927	..	....	..	....	40	Mar., 96	..	..
N. Y., B. & Man. B. 1st con. g. 5s, 1935	..	....	..	....	107½	De 15, 97	..	..
L. I., N. Sh. 1st con. gtd. g. 5s, 1932	..	....	..	....	103½	June, 95	..	..
L., E. & St. L. 1st con. g. 5s, 1939, t. r.	40	Aug 8	32	Jan 6	40	Aug 10	..	..
Do., gen. g. 4s, 1943	..	....	..	....	9½	Au 21, 97	..	..
Louisv. & Nashv., Cecilian Br. 7s, 1907	..	....	..	....	106	No 11, 97	106	..
Do., N. O. & Mobile 1st g. 6s, 1930	124½	May 31	120⅜	Jan 6	122¾	Aug 12	..	..
Do., do., 2d g. 6s, 1930	108	Aug 2	106	Jul 19	108	Aug 2	..	..
Do., E. H. & Nashville 1st g. 6s, 1919	117	Feb 9	113	Mar 29	113¼	June 29	113	115½
Do., gen. g. 6s, 1930	120½	May 27	116½	Apr 21	118¾	Aug 13	117½	119

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	As'd.
Do., Pensacola Div. g. 6s, 1920	..	....	..	....	103½	Sep 24,97	..	..
Do., St. Louis Div. 1st g. 6s, 1921	..	....	..	....	121	Jly 12,97	..	..
Do., do., 2d g. 3s, 1980	..	....	..	....	67	May, 95	..	..
Do., Nashville & Dec. 1st 7s, 1900	105	Jul 1	105	Jul 1	105	July 20	..	..
Do., sk. fd. (S. & N. Ala.) g. 6s, 1910	..	....	..	....	94¼	Jan., 92	..	..
Do., gold 5s, 1937	104½	Feb 8	100½	May 6	104	July 15	103	..
Do., unified g. 4s, 1940	91½	Feb 11	83	Apr 25	91¼	Aug 13	91¼	..
Do., Pens. & Atl. 1st gtd. g. 6s, 1921	109	Jan 8	99	Apr 21	103½	Aug 2	..	..
Do., collateral trust g. 5s, 1931	108⅝	Feb 24	101½	Apr 6	104¼	Aug 2	103	..
Do., Mob. & Mont. 1st g. 4½s, 1945	109½	Jul. 18	108	May 5	109½	July 18	..	..
N., F. & S. 1st gtd. g. 5s, 1937	98	Jul 26	87½	Apr 5	98	July 26	..	..
South & North A. con. gtd. g. 5s, 1936	101	Jun 2	94	Feb 5	100⅝	July 18	..	..
Kentucky Central g. 4s, 1978	91	Feb 14	85	Apr 12	91	Aug 11	..	..
Louis. Railway Co. 1st con. g. 5s, 1930	109	Mar 19	103	Mar 9	109	Mar 19	..	..
L. & N. L., C. & Lex. g. 4½s, 1931	103	Jan 18	103	Jan 18	103	Jan 18	..	..
Manhattan R'way con. g. 4s, 1990	98½	Jan 13	90	Apr 23	96¼	Aug 13	..	..
Met. Elevated 1st g. 6s, 1908	119½	Feb 8	114⅛	Apr 6	116⅝	Aug 12	116⅝	117¼
Do., 2d 6s, 1899	105	Jan 26	101	May 5	103⅛	Aug 9	..	..
Metro. St. Ry gen. cl. tr. g. 5s, 1997	116¼	Jan 14	108½	Apr 28	113⅜	Aug 12	..	114
B'way & 7th Av. 1st con. g. 5s, 1943	122½	Jan 14	114½	Apr 25	120⅝	Aug 4	..	..
Col. & 9th Av. 1st gtd. g. 5s, 1993	123¼	Jan 14	116	Apr 21	121½	Aug 4	..	..
Lex. Av. & Pav. F. 1st gtd. g. 5s, 1993	123¼	Jan 12	117	Mar 12	120	July 1	..	..
Mexican Central con g. 4s, 1911	66	Feb 10	63	Apr 25	63	Apr 25	..	..
Do., 1st con. income g. 3s, 1939	..	....	..	....	39	Apr., 90	..	..
Do., 2d con. income g. 3s, 1939	..	....	..	....	11⅛	Sep 16,96	..	..
Mexican Inter. 1st con. g. 4s, 1977	77¾	Aug 11	70⅝	Feb 10	77¾	Aug 13	..	..
Mexican National 1st g. 6s, 1927	..	....	..	....	90	Mar., 96	..	..
Do., 2d income g. 6s, A, 1917	..	....	..	....	42⅜	No 12, 96	..	..
Do., 2d income g. 6s, B, 1917	..	....	..	....	13	Jly 9, 97	..	..
Mexican Northern 1st g. 6s, 1910	..	....	..	....	100	Ja 30, 97	..	..
Michigan Central 1st con. 7s, 1902	123	Jan 28	110	May 16	114¼	July 22	..	123
Do., 1st con. 5s, 1902	106⅝	Feb 1	102½	May 25	102½	May 25	107	..
Do., 6s, 1909	122	Feb 25	122	Feb 25	122	Feb 25	..	..
Do., 5s, 1931	127	Jan 10	121	Apr 26	121¼	June 21	..	..
Do., do., registered	125½	Jan 20	125½	Jan 20	125½	Jan 20	..	..
Do., 4s, 1940	106	Feb 25	106	Feb 25	106	Feb 25	..	..
Minneapolis & St. Louis 1st g. 7s, 1927	..	....	..	....	143	Jly 22,97	140	..
Do., 1st con. g. 5s, 1934	108¼	Feb 1	100½	Apr 26	106⅞	July 18	107	109
Do., Iowa ext. 1st g. 7s, 1909	..	....	..	....	127	No 22, 97	..	..
Do., Southwest. ext. 1st g. 7s, 1910	..	....	..	....	129	May, 96	..	..
Do., Pacific ext. 1st g. 6s, 1921	..	....	..	....	121¼	Au 31,97	..	130
Mo., K. & T. 1st g. 4s, 1990	92½	Aug 11	82⅜	Apr 25	91½	Aug 12	91	92
Do., 2d g. 4s, 1990	67½	Jan 27	57	Mar 25	65¼	Aug 13	65	65⅝
Do., 1st ext. g. 5s, 1944	88	Aug 9	83⅜	Jan 28	88	Aug 9	..	90
Mo., K. & T. of T. 1st gtd. g. 5s, 1942	86⅛	Aug 12	80	Mar 12	86⅛	Aug 10	..	..
Kansas City & Pac. 1st g. 4s, 1990	76	Aug 11	71	Jan 4	76	Aug 11	..	..
Dallas & Waco 1st gtd. g. 5s, 1940	84¼	Feb 18	75	Apr 25	80	May 13	..	..
Mo., Kan. & East. 1st gtd. g. 5s, 1942	100½	Aug 12	93½	Apr 1	100¼	Aug 13	..	..
Missouri Pacific 1st con. g. 6s, 1920	106½	Aug 13	93	Mar 26	106½	Aug 13	106¼	107
Do., 3d 7s, 1906	112	Jul 13	103½	Apr 26	111	Aug 8	110	112
Do., trust g. 5s, 1917	86½	Aug 8	65½	Jan 19	85½	Aug 13	86	87
Do., 1st col. g. 5s, 1920	78½	Aug 11	60	Apr 28	78½	Aug 13	77	78½
Pacific R. of Mo. 1st ext. g. 4s, 1938	106	Jan 31	100	May 3	103⅜	Aug 5	..	..
Do., 2d ext. g. 5s, 1938	109	Jun 30	106¼	July 7	106¼	July 7	..	..
St. L. & I. Mt. 1st ext. 4½s, 1947	110½	Jan 7	107½	Feb 7	108	May 28	..	..
Do., 2d ext. g. 5s, 1946	107½	Jul 27	102½	May 5	107¼	July 28	..	..
Do., Arkans. Br. ext. g. 5s, 1935	108	Feb 8	102	Mar 26	105¼	July 25	..	..
Do., gen. con. ry. & ld. grt. g. 5s, 1931	100½	Jul 22	88	Apr 6	100	Aug 12	99¼	100¼
Do., gen. con. stpd. gtd. g. 5s, 1931	100	Aug 10	86	Feb 26	100	Aug 10	99½	100½
Mobile & Ohio new g. 6s, 1927	123	Feb 7	118½	May 24	121¼	July 29	121	..
Do., 1st extension g. 6s, 1927	..	....	..	....	119	Dec 6, 97	..	..
Do., gen. g. 4s, 1938	81	Aug 8	76	Apr 26	80⅜	Aug 13	..	..
Montgomery Div. 1st g. 5s, 1947	100	Jul 9	97½	May 27	100	Aug 9	..	..
St. Louis & Cairo gtd. g. 4s, 1931	..	....	..	....	84	April, 96	..	..
Nash., Chat. & St. L. 1st 7s, 1913	131½	May 23	128	Apr 4	129	Aug 5	..	..
Do., 2d 6s, 1901	..	....	..	....	105⅝	De 17, 97	..	106
Do., 1st con. g. 5s, 1928	105	Feb 10	100	Apr 8	103½	Aug 9	..	..
Do., 1st 6s, McM., M. W. & Al., 1917	..	....	..	....	108	Mar., 96	..	..
No. O. & N. East. pr. lien 6s, 1915	..	....	..	....	108¼	Aug., 94	..	..
N. Y. Cent. & H. R. 1st 7s, 1903	119½	Jun 23	113¼	Apr 21	116⅜	Aug 1	..	..
Do., do., registered	118	May 31	113½	Apr 20	115¼	June 29	..	..
Do., debenture 5s of 1884-1904	112	Feb 23	106	Apr 21	110⅝	June 30	..	..
Do., do., registered	111⅝	Feb 8	106	Apr 1	110⅝	July 15	..	..
Do., reg. debenture 5s of 1889-1904	108⅝	Feb 19	108½	Feb 21	108½	Feb 21	..	..
Do., debenture g. 4s, 1890-1905	105	Feb 9	102	Apr 9	105	Aug 11	..	..
Do., do., registered	104⅜	Feb 5	104⅜	Feb 5	104⅜	Feb 5	..	..
Do., deb. certs., ext. g. 4s, 1905	105⅝	May 31	100½	May 6	104⅝	July 8	..	..
Do., registered	105	Feb 7	104	Mar 26	104⅝	June 30	..	..
Do., gold 3½s, 1997	107	Jun 28	105¼	Jul 22	105½	July 28	..	..
Do., do., registered	104⅞	Jul 6	104⅞	Jul 6	104⅞	July 6	..	..
Michigan Cent. col trust g. 3½s, 1998	95	Jul 30	91¼	Jun 23	94⅜	Aug 12	94⅜	95
Lake Shore col. g. 3½s, 1998	96½	Jul 29	94	Jun 23	96	Aug 13	95⅝	96
Do., registered	95	Jul 1	94	Aug 8	94	Aug 8	..	..
West Shore 1st 4s, gtd., 2361	110½	Feb 17	102⅜	Apr 25	109	Aug 12	..	..
Do., registered	110	Feb 7	101½	Apr 26	109⅞	Aug 5	..	..
Beech Creek 1st gtd. g. 4s, 1936	..	....	..	....	108⅛	No 16, 97	..	..
Do., registered	106	Jun 17	106	Jun 17	106	June 17	..	..
Clearf. Bit. Coal gtd. g. 4s, Ser. A, 1940	95	Jul 27	95	Jul 27	95	July 28	..	..
Do., do., registered	..	....	..	....	104	Jly 24, 97	..	..
Harlem 1st 7s, 1900	109½	Feb 3	107¼	May 25	107¼	June 13	..	..
Do., do., registered	109⅝	Jan 27	107½	Jun 3	107½	Aug 13	..	..
N. Jersey Junc. R. gtd. 1st 4s, 1986	..	....	..	....	103	May 7,97	..	..
Rome, W. & O. con. 1st ext. 5s, 1922	124½	Aug 12	119¼	May 12	124¼	Aug 12	124½	..
Do., Ter. R. 1st gtd. 5s, 1918	..	....	..	....	100	Jan., 97	..	..
Oswego & Rome 2d gtd. g. 5s, 1915	..	....	..	....	110	Oct., 94	..	..
Utica & B. Riv. gtd. g. 4s, 1922	107	Aug 13	107	Aug 13	107	Aug 13	106¼	..
Mohawk & Malone 1st gtd. g. 4s, 1991	..	....	..	....	100	Mar., 96	..	..
New York & Northern 1st g. 5s, 1927	128	Feb 14	123	Jun 23	123	June 23	124	127
N. Y., Chi. & St. Louis 1st g. 4s, 1937	107½	Jan 12	100	Apr 21	107	Aug 10	..	..
Do., do., registered	..	....	..	....	108	No 4, 97	..	..
N.Y., N.H. & H. 1st registered 4s, 1903	..	....	..	....	104½	Oct 7, 97	..	..
Do., con. deb. certs., $1,000	159½	Aug 10	145	Jan 6	159⅝	Aug 11	159	162
Do., do., small certs., $100	153	Jun 9	145	Jan 6	153	June 9	..	..
Housatonic con. g. 5s, 1937	..	....	..	....	123	Jun 16,97	..	..
New Haven & Derby con. 5s, 1918	..	....	..	....	125¼	Feb 6, 97	..	..
N. Y. & New England 1st 7s, 1905	119⅝	Aug 12	119	Feb 11	119⅝	Aug 12	..	121
Do., 1st 6s, 1905	113½	Jul 19	113½	Jul 19	113½	July 19	..	..
N. Y., Ont. & Wn. con. 1st g. 5s, 1939	109	May 31	106	Mar 7	106⅝	Aug 11	..	..
Do., refunding 1st g. 4s, 1992	102¼	Feb 11	96	Mar 16	101	Aug 13	101	101¼
Nor. Pac. 1st g. 6s, 1921	119½	Feb 9	112	Mar 25	114	Aug 13	..	..
Do., do., registered	119	Feb 11	112	Mar 28	116	June 4	..	..
St. Paul & Nor. Pac. gen. g. 6s, 1923	128	May 10	124	Jun 8	124	June 8	..	..
Do., do., registered certificates	127	Jun 27	124½	Jun 15	127	July 12	..	..
Nor. Pac. Ry pr. lien 4s, 1997	100⅞	Aug 4	90¼	Apr 21	100⅝	Aug 13	100¼	100⅜
Do., registered	97½	Feb 7	93	Apr 6	93½	May 5	..	..
Do., gen. lien g. 3s, 2047	65½	Aug 6	57	Apr 21	65¼	Aug 13	65¼	65½
Nor. Pac. Terminal Co. 1st g. 6s, 1933	113½	Jun 16	104	Jan 5	112	July 20	..	..
Norfolk & Southern 1st g. 5s, 1941	105	Mar 5	102	Jun 27	102	June 27	102	..
Norfolk & West. RR. gen. g. 6s, 1931	125½	Jan 17	120	Mar 15	122	Aug 8	..	..
Do., New River 1st g. 6s, 1932	124	Aug 3	118	Mar 17	124	Aug 9	..	..
Do., improve. and ext. g. 6s, 1934	119⅜	Jan 20	117	Feb 9	117	Feb 10	..	..
Col., Con. & Ter. 1st gtd. g. 5s, 1922	..	....	..	....	101	Fe 23, 97	..	..
Scioto V. & N. E. 1st gtd. g. 5s, 1989	90½	Aug 12	82	Apr 14	90½	Aug 12	..	..
Nor. & West. Ry 1st con. g. 4s, 1996	87½	Aug 8	74⅜	Apr 21	86¼	Aug 13	86½	86⅝
Ogden. & L. Cham. 1st con. 6s, 1920	..	....	..	....	94	April, 96	..	..
Do., do., small	..	....	..	....	82	Feb., 87	..	..
Ohio River Railroad 1st g. 5s, 1936	102¼	Jan 26	102	Jan 12	102¼	Jan 26	..	..
Do., gen. g. 5s, 1937	..	....	..	....	85	De 16, 97	..	..
Ohio Southern 1st g. 6s, 1921	85½	Aug 9	80	Jan 13	85½	Aug 9	..	..
Do., gen. g. 4s, 1921	15	Jan 20	10½	Jan 7	14½	Feb 11	..	..
Do., do., eng. Trust Co. certs	14⅜	Jan 20	10	Mar 31	10	June 9	..	..
Omaha & St. Louis 1st g. 4s, 1901	82	Jan 3	75	Aug 11	75	Aug 11	..	..
Oreg. Imp. Co. 1st g. 6s, 1910	..	....	..	....	108	Sep 21,97	..	..
Do., en. Trust Co. certs. of deposit	114	Jun 9	100¼	Apr 25	114	June 22	..	..
Do., cons. 5s, tr. r., all in. paid	62½	Feb 15	49⅜	Apr 28	61¼	June 27	..	..
Ore. R. & N. 1st sk. fd. g. 6s, 1909	118	Jun 15	111	Apr 20	112	Aug 8	..	..
Ore. RR. & N. Co. con. g. 4s, 1946	100	Aug 8	89	Apr 26	100	Aug 13	..	..
Oregon Short Line 1st g. 6s, 1922	128	Jul 25	118	Apr 16	127	Aug 13	126½	127½
Utah & Northern 1st 7s, 1908	121	Jun 14	121	Jun 14	121	Jun 18	..	..
Do., g. 5s, 1926	..	....	..	....	102	My 24,97	..	..
Ore. Short Line 1st con. g. 5s, 1946	108	Aug 11	96	Apr 27	108	Aug 12	107½	108⅜
Do., non-cum. inc. A 5s, 1946	81½	Aug 3	58	Jan 5	80½	Aug 13	80	80½
Do., non-cum. inc. B and col. trust	58⅜	Aug 8	39	Jan 4	57	Aug 12	..	..
Pacific Coast Co. 1st g. 5s, 1946	104	Jul 11	102	Jun 23	103⅝	Aug 13	..	..
Panama sk. fd. sub. g. 6s, 1910	..	....	..	....	101½	Dec., 96	..	..
Penn. Co. gtd. 1st g. 4½s, 1921	114	Jan 26	108	Apr 21	113⅝	July 26	113¼	114¼
Do., do., registered	110	July 8	110	July 8	110	July 8	..	..
P., C., C. & St. L. gtd. g. 4½s, 1940, Ser. A	113	Feb 8	109½	May 13	110¼	June 6	..	..
Do., do., Series B, gtd., 1942	113	Jan 21	108	May 6	111	June 23	..	..
Do., do., Series C, gtd., 1942	..	....	..	....	111	Jun 17,97	..	..
Do., do., Series D, gtd. 4s, 1945	..	....	..	....	102	Oct 9, 97	..	..
Pitts., C. & St. L. 1st 7s, 1900	108	Jun 6	106⅜	Mar 1	108	June 6	..	..
Do., do., registered	..	....	..	....	109½	Ap 23, 97	..	..
Pitts., Ft. W. & C. 1st 7s, 1912	140¼	Jan 25	140	Jan 10	140¼	Jan 25	..	..
Do., 2d 7s, 1912	140	Jan 4	140	Jan 4	140	May 9	..	..
Do., 3d 7s, 1912	..	....	..	....	126	Aug., 96	..	..
C., St. L. & P. 1st con. g. 5s, 1932	..	....	..	....	110½	Jul 3, 97	..	..
Clev. & Pitts. con. sink. fd. 7s, 1900	108	Apr 19	107	May 26	107	May 26	107½	108½
Do., gen. gtd. g. 4½s, Series A, 1942	..	....	..	....	112¼	April, 96	..	..
Gd. R. & I. ext. 1st gtd. g. 4½s, 1941	..	....	..	....	110	Jun 27,96	..	..
Alleg. Val. gen. g. 4s, 1942	..	....	..	....	102	No 10, 97	..	..
Penn. RR. Co. 1st real est. g. 4s, 1923	..	....	..	....	103	My 12,97	..	..
U. N. J. R. & Can. Co. gen. 4s, 1944	115¼	Feb 14	115¼	Feb 14	115¼	Feb 14	..	..
Peo., Dec. & Ev. 1st g. 6s, 1920, t. r.	101½	Aug 12	95	Apr 12	101½	Aug 12	..	..
Do., Evans. Div. 1st g. 6s, 1920	..	....	..	....	100	De 22,97	..	..
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	As'd.
St. Jo. & Gr. Isl. 1st g. 2-3-4s, 1947	80⅜	Jun 10	68¼	Apr 29	80½	Aug 12	80½	81½
St. L. & S. F. 2d g. 6s, Class A, 1906	116¼	Feb 15	111	May 2	114	July 20	..	..
Do., 2d g. 6s, Class B, 1906	116¼	Feb 17	111⅛	May 6	113½	July 14	..	115
Do., 2d g. 6s, Class C, 1906	116¼	Feb 23	113	May 24	114	June 24	..	115
Do., 1st g. 6s, Pierce C. & O., 1919	..	....	..	....	113¼	July, 96	..	..
Do., gen. g. 6s, 1931	120½	Jun 22	114	Apr 20	119⅞	Aug 11	..	120
Do., gen. g. 5s, 1931	106⅜	Jun 30	98½	Apr 25	106	Aug 13	..	..
Do., 1st trust g. 5s, 1987	100	Jun 23	92½	Apr 14	100	July 12	..	..
Ft. Smith & Van B. Bdg. 1st 6s, 1910	..	....	..	....	105	Oct 4, 97	..	..
St. L. & San Fran. R. R. g. 4s, 1996	79⅞	Aug 8	69	Apr 26	79⅞	Aug 13	..	..
St. L. & S. F. S.W. Div. 5s, 1947	97½	Aug 10	90	Apr 6	97½	Aug 13	..	..
St. Louis Southwest. 4s, cts., 1989	80⅜	Aug 8	70	Apr 26	80⅜	Aug 13	80⅛	80¼
Do., 2d g. 4s, inc. bond cts., 1989	33	Aug 4	25	Mar 25	33	Aug 13	..	..
St. Paul City Ry Cable con. g. 5s, 1937	..	....	..	....	90	No 8, 97	..	..
St. Paul & Duluth 1st 5s, 1931	117	Mar 7	115	Mar 12	117	Mar 14	112½	118½
Do., 2d 5s, 1917	109	Feb 16	105	Jun 27	106¼	July 8	106	..
St. Paul, M. & M. 2d 6s, 1909	122⅜	Jan 28	120	Jun 21	121⅜	July 7	123	124½
Do., Dakota exten. g. 6s, 1910	123	Aug 3	118⅛	Mar 25	122	Aug 12	120½	..
Do., 1st con. g. 6s, 1933	130½	Aug 2	128	Jan 5	130¼	Aug 4	131	..
Do., do., registered	..	....	..	....	119⅜	Sep., 96	..	..
Do., do., reduced to g. 4½s	108⅜	Jul 28	105½	May 10	108¼	July 28	..	..
Do., do., registered	..	....	..	....	106¼	My 29,97	..	..
Do., Montana exten. 1st g. 4s, 1937	101	Aug 10	94½	Jan 10	100½	Aug 13	100½	..
Do., do., registered	96	Feb 19	96	Feb 19	96	Feb 19	..	..
Minneapolis Union 1st g. 6s, 1922	122¼	Jan 13	122¼	Jan 13	122¼	Jan 13	..	..
Montana Central 1st gtd. g. 6s, 1937	132	Jun 11	118½	Apr 19	127¼	July 8	..	..
Do., do., registered	..	....	..	....	115	Ap 24, 97	..	..
Do., 1st gtd. g. 5s, 1937	109½	Mar 18	107	Apr 29	109½	May 24	..	..
Eastern Minn. Div. 1st g. 5s, 1908	110	Jul 29	105½	Apr 12	110	July 29	109½	..
Wilmar & Sioux Falls 1st g. 5s, 1938	..	....	..	....	111	No 23,97	111⅝	..
Do., do., registered	..	....	..	....	115	Ap 24,96	..	..
San F. & N. P. 1st s. f. g. 5s, 1919	..	....	..	....	100½	Oct 20,97	100½	..
Sav., Flor. & W. 1st con. g. 6s, 1934	..	....	..	....	114	Jan 25,97	..	..
Do., 1st g. 5s, 1934	..	....	..	....	104¼	Oct 18,97	..	..
Seaboard & Roanoke 1st 5s, 1926	104⅜	Feb 5	104⅜	Feb 5	104⅜	Feb 5	..	..
Seat., L. S. & E. 1st g. 6s, 1931, ass. pd.	80	Jan 21	42	Jan 6	80	Jan 25	..	..
South Carolina & Ga. 1st g. 5s, 1919	98	Feb 8	92	Apr 29	97	Aug 11	97	98
Southern Pacific Co.—								
Gal., Harris & S. A. 1st g. 6s, 1910	107	Jan 20	107	Jan 20	107	Jan 20	..	..
Do., 2d g. 7s, 1905	105½	May 17	100	Jan 17	105	July 22	..	..
Do., Mex. & Pac. Div. 1st g. 5s, 1931	97½	Aug 12	92	Jan 4	97½	Aug 12	..	..
Hous. & Tex. C. 1st, W. & N. 7s, 1903	..	....	..	....	102	Nov., 94	..	..
Do., 1st g. 5s, interest gtd., 1937	111¼	Jul 28	107¼	May 25	111	Aug 12	..	..
Do., con. g. 6s, interest gtd., 1912	110	Jul 1	105	May 11	109	Aug 1	..	..
Do., gen. g. 4s, interest gtd., 1921	83	Aug 12	76⅜	Apr 2	83	Aug 12	..	..
Morgan's La. & Tex. 1st g. 6s, 1920	..	....	..	....	114	No 17,97	..	..
Do., 1st 7s, 1918	127	Feb 26	127	Feb 26	127	Apr 30	..	..
Ore. & Cal. 1st g'd. g. 5s, 1927	75	Jan 6	75	Jan 6	75	Jan 6	..	..
San An. & Ar. P. 1st gtd. g. 4s, 1943	71	Aug 1	55½	Apr 25	69⅜	Aug 13	69¼	69⅜
Texas & New Orleans 1st 7s, 1905	110	Mar 17	110	Mar 17	110	Mar 17	..	..
Do., Sabine Div. 1st g. 6s, 1912	..	....	..	....	106¼	No 17,97	..	..
Do., con. g. 5s, 1943	100½	Aug 11	96½	Jan 8	100½	Aug 13	..	..
So. Pac. of Ari. gtd. 1st g. 6s, 1909-10	109½	Jun 28	100½	Jan 4	109	Aug 13	..	..
So. Pac. of Cal. 1st g. 6s, 1905-12	110½	Aug 10	106⅜	May 20	110½	Aug 10	..	..
Do., do., 1st con. gtd. g. 5s, 1937	101½	Aug 10	92½	Jan 6	101½	Aug 10	..	..
Austin & Northw. 1st gtd. g. 5s, 1941	87½	Jan 15	81½	Jul 25	83	Aug 10	..	..
So. Pac. of N. M. 1st g. 6s, 1911	110½	Jun 28	105½	Jan 5	109¼	Aug 13	..	..
Southern Rway 1st con. g. 5s, 1994	98¼	Aug 8	87	Apr 28	97⅜	Aug 13	..	..
East Tenn. reor. lien g. 4-5s, 1938	100	Feb 3	96	Jan 19	100	Aug 12	..	..
Alabama Cent. R. 1st g. 6s, 1918	..	....	..	....	112¼	Au 17,97	..	..
Colum. & Greenville 1st g. 5-6s, 1916	..	....	..	....	119	De 22, 97	..	..
East Tenn., Va. & Ga. 1st 7s, 1900	108	Jun 13	105½	Jul 14	105⅜	July 22	105⅜	107
Do., divisional g. 5s, 1930	115	Feb 10	112½	Feb 28	114	July 8	..	..
Do., con. 1st g. 5s, 1956	111⅜	Aug 11	107	Apr 16	111⅜	Aug 11	111⅜	113
Georgia Pac. Ry 1st g. 5-6s, 1922	123	Jun 6	118	Apr 13	119	July 28	..	..
Knoxville & Ohio 1st g. 6s, 1925	117¼	Feb 18	112	Apr 28	117	June 7	..	..
Richmond & Danville con. g. 6s, 1915	125¼	Jun 24	118	Apr 16	122½	Aug 11	..	..
Do., equip. sink. fund g. 5s, 1909	..	....	..	....	101	No 22,97	..	..
Do., deb. 5s, stamped, 1927	105	Feb 19	95	May 3	96	June 3	..	..
Va. Midland gen. 5s, 1936	108	Jul 21	100	Mar 24	107½	Aug 9	107	108
Do., do., gtd., stamped, 1936	107	Jun 8	102	Apr 14	107	June 8	107	108
Wash., Ohio & W. 1st cy gtd. 4s, 1924	87⅜	Jul 29	87⅜	Jul 29	87⅜	July 29	..	..
West. No. Car. 1st con. g. 6s, 1914	116½	Jan 11	110½	Apr 22	113	Aug 8	..	..
Memphis Div. 1st gtd. 4-4½-5s, 1996	103	Jul 19	103	Jul 19	103	July 21	..	..
Term. Ass. of St. L. 1st g. 4½s, 1939	111½	Aug 12	109	May 18	111½	Aug 12	..	..
Do., 1st con. g. 5s, 1894-1944	110	Jul 22	105½	Apr 14	110	July 22	..	..
St. L. Mhts.' Bge. Ter. gtd. g. 5s, 1930	..	....	..	....	103	Oct 27,97	..	..
Tex. & Pac. Ry. E. Div. 1st g. 6s, 1905	110½	Feb 14	109	Jan 18	110⅜	June 21	..	112
Do., 1st g. 5s, 2000	107½	Aug 5	96½	Mar 12	107	Aug 13	107	107¼
Do., 2d g. income 5s, 2000	44½	Jul 13	28	Jan 4	43⅜	Aug 13	43	43½
Third Avenue 1st g. 5s, 1937	124	Feb 21	117¼	Apr 26	122½	June 20	..	..
Toledo & Ohio Central 1st g. 5s, 1935	105	Jun 13	102½	Jan 3	103	Aug 10	..	..
Do., Western Div. 1st g. 5s, 1935	104	Jul 19	102½	Jan 3	104	July 19	..	..
Kanawha & Mich. 1st gtd. g. 4s, 1990	82½	Feb 23	76	May 26	80	Aug 8	..	81
Toledo, Peo. & W. 1st g. 4s, 1917	72½	Jan 7	69½	Mar 22	72	May 10	70	..
Tol., St. L. & K. C. 1st g. 6s, 1916, t. r.	90	Jan 10	85½	Apr 4	90	Aug 8	..	..
Ulster & Delaware 1st c. g. 5s, 1928	104	Jan 7	98	Jun 4	100½	Aug 10	98	10[illegible]
U. P. RR. and ld. grt. g. 4s, 1947	99	Aug 11	88½	Apr 21	99	Aug 13	98⅜	[illegible]
Do., Tr. Co. cts. g. 4½s, 1918	59⅜	Jul 19	44	Apr 22	59	July 27	..	..
Kansas Pacific 1st g. 6s, 1896	..	....	..	....	114	Sep 29,97	..	..
U. P., D. & G. t. r., 1st con. g. 5s, 1939	77	Aug 4	48½	Jan 6	76	Aug 13	75½	..
Wabash Railroad Co. 1st g. 5s, 1939	112½	Aug 12	104½	Mar 12	111⅜	Aug 13	111⅜	112¼
Do., 2d g. 5s, 1939	91½	Jul 28	74½	Mar 24	89	Aug 13	80	89⅜
Do., deb., Series B, 1939	30	Aug 3	21	Apr 27	29	Aug 12	29	29½
Do., 1st g. 5s, Det. & Chi. ext., 1941	105½	Jun 21	97	Apr 19	103	Aug 6	..	..
St. L., K.C. & N.St.C.B. 1st g. 6s, 1908	110	Jan 5	108½	Mar 12	110	June 7	110	..
West. N. Y. & Penn. 1st g. 5s, 1937	110	Jun 29	103	Apr 25	108½	July 28	..	..
Do., gen. g. 3-4s, 1943	59	Aug 8	47¼	Apr 26	59	Aug 11	..	..
Do., inc. 5s, 1943	16	Feb 7	10	Jan 7	16	Aug 8	..	..
West Chi. St. 40-year con. 5s, 1936	..	....	..	....	99	De 28, 97	..	..
West Va. Cent. & Pitts. 1st g. 6s, 1911	..	....	..	....	107¼	Oct 21,97	..	..
Wheel. & L. E. 1st g. 5s, 1926	101½	Feb 16	100½	Jan 11	101½	Mar 7	..	..
Do., 1st g. 5s, 1926, trust receipts	103	Mar 1	100	Mar 18	100	Mar 18	..	..
Do., Wheel. Div. 1st g. 5s, 1928	108	Aug 8	90	Mar 18	108	Aug 8	..	..
Do., exten. and imp. g. 5s, 1930	92½	Mar 11	92½	Mar 11	92½	Mar 11	..	..
Do., con. g. 4s, 1992	35	Jul 23	35	Jul 23	35	July 25	..	..
Wisconsin Cen. Co. 1st tr. g. 5s, 1937	..	....	..	....	34	No 16,97	..	..
Do., Eng. Trust Co. cts	55	Aug 8	33½	Jan 3	52	Aug 13	52	52½
Do., income g. 5s, 1937	7½	Jan 17	4	Jul 12	5⅜	Aug 9	..	..

MISCELLANEOUS BONDS.

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	As'd.
Adams Express col. tr. 4s, 1948	102	Aug 10	98¼	Jun 27	102	Aug 12	101½	102½
American Cotton Oil deb. g. 8s, 1900	109	Jan 10	102½	Mar 14	109	July 30	104½	107½
American Spts. Mfg. Co. 1st g. 6s, 1915	86	Jun 27	64	Mar 14	85	Aug 11	82	85
Boston Un. Gas tr. cts., sk.fd.g.5s,1939	91	Jan 7	90¼	Jan 26	90¼	Jan 26	..	..
B'klyn Union Gas Co. 1st con.g.5s,1945	115	Jun 1	100½	Apr 27	115	Aug 11	..	..
B'klyn Whf. & W.H. Co. 1st g. 5s,1945	100½	Jan 28	92	Apr 23	92	Aug 10	..	..
Chi. Jc. & Stk. Yds. col. g. 5s, 1915	105	Jan 7	105	Jan 7	105	Jan 7	..	..
Colorado Coal & Iron 1st con. g.6s,1900	102	Jul 25	95	Jan 6	100	Aug 11	100	..
Col. Coal & Iron Dev. Co. gtd. 5s, 1909	..	....	..	....	59	May, 93	..	..
Col. Fuel & Iron gen. s. f. g. 5s, 1943	84	Jan 12	80	May 9	80	May 27	..	..
Colorado Fuel Co. gen. g. 6s, 1919	104	Jan 13	100	Jan 10	104	Jan 13	..	..
Commercial Cable Co. 1st g. 4s, 2397	105½	Feb 3	101½	Apr 28	101½	Apr 28	..	..
Do., registered	104	Feb 16	104	Feb 16	104	Feb 16	..	..
Detroit Gas Co. 1st con. g. 5s, 1918	108	Feb 2	89	May 20	94	Aug 10	..	..
Detroit City Gas 5s	95½	Jun 29	90	May 20	94	Aug 13	93⅜	94¼
Edison El. Ill. N. Y. 1st conv. g.5s,1910	112⅜	Feb 18	108	Apr 9	111	July 28	..	112
Do., 1st con. g. 5s, 1995	119	Jun 3	114½	Mar 25	118¼	July 12	..	..
Do., Brooklyn 1st g. 5s, 1940	..	....	..	....	113½	Jul 23,97	..	..
Eq. Gas & Fuel of N. Y. 1st	102	Feb 14	102	Feb 14	102	Feb 14	..	..
Erie Tel. & Tel. 5s	98¼	Mar 9	98¼	Mar 9	98¼	Mar 9	..	..
Gen. Electric Co. deb. g. 5s, 1922	108	Aug 11	96	Apr 26	108	Aug 12	107	107½
Grand River Coal & Coke 1st g.6s,1919	..	....	..	....	95½	Jan 18,97	..	..
Hend'son Bdge Co. 1st sk. fd. g.6s,1931	..	....	..	....	111	Au 23,97	..	..
Illinois Steel Co. deb. 5s, 1910	..	....	..	....	97	Oct., 95	..	..
Do., non-conv. deb. 5s, 1913	..	....	..	....	70	Ap 23, 97	..	..
Jeff'son & Clearfd. C. & Ir. 1st g.5s,1926	..	....	..	....	107	My 22,97	..	..
Do., 2d g. 5s, 1926	..	....	..	....	80	May 4,97	..	..
Lac. Gas L. Co. of St. L. 1st g. 5s,1919	105¼	Jan 31	100	Apr 18	105	Aug 12	104½	105
Madison Sq. Garden 1st g. 5s, 1919	..	....	..	....	103	Jul 3, 97	..	..
Manh. Br. H. & L. lim. gen. g. 4s, 1940	..	....	..	....	55	July, 96	..	..
Mich. Penin. Car Co. 1st g. 5s, 1942	..	....	..	....	85	Jun 5, 97	..	..
National Starch Mfg. Co. 1st g.6s,1920	108	Jun 8	105	Jan 11	107½	July 28	..	..
N.Y. & N.J. Telephone gen. g. 5s, 1920	..	....	..	....	108	Jun 4, 97	..	..
N. Y. & Ontario Land 1st g. 6s, 1910	..	....	..	....	92¼	May, 96	..	..
Peo. Gas & C. Co. 1st gtd. g. 6s, 1904	..	....	..	....	111	No 16,97	..	..
Do., 2d gtd. g. 6s, 1904	109	Feb 4	102	Mar 29	107½	July 27	..	..
Do., 1st con. g. 6s, 1943	120	Jan 19	115	Jun 27	120	July 29	..	..
Chi. Gas Lt. & Coke 1st gtd. g. 5s,1937	105¼	Jan 24	103	Mar 28	105⅜	Aug 11	..	..
Con. Gas Chi. 1st gtd. g. 5s, 1936	105½	Feb 10	101	Apr 19	104	July 21	103	105
Eq. Gas & Fuel Chi. 1st gtd. g. 6s, 1905	106	May 10	103	Jul 12	102½	July 12	..	..
Pleasant Valley Coal 1st g. 6s, 1920	..	....	..	....	106⅜	Oct., 96	102½	..
Procter & Gamble 1st g. 6s, 1940	113	Apr 4	113	Apr 4	113	Apr 4	..	..
So. Yuba W. Co. of N.Y. con. g.6s,1923	..	....	..	....	101	Fe 19, 97	..	..
Stand. Rope & Tw. Co. 1st g. 6s, 1946	[illegible]	Jul 13	81	Mar 12	[illegible]	Aug 13	87	88⅝
Do., inc. g. 5s, 1946	[illegible]	May 25	11	Mar 22	[illegible]	Aug 12	..	..
Tenn. Coal, I. & R.R. Tenn. Div. 1st g.6s,1917	[illegible]	Feb [illegible]	[illegible]	May 9	[illegible]	Aug 3	..	..
Do., Birm. Div. 1st con. 6s, 1917	[illegible]	Jun 14	79	Mar 22	[illegible]	Aug 12	..	..
Cahaba Coal M. Co. 1st gtd. g.6s,1922	..	....	..	....	[illegible]	No [illegible]	..	..
De Bardeleben C.& I.Co. gtd. g.6s,1910	[illegible]	Jan 26	[illegible]	Jan 26	[illegible]	Jan 26	..	..
U. S. Leather Co. s. f. deb. g. 6s, 1915	116	Feb 18	111¼	May 5	116	Aug 10	116	..
United States Mortgage & Trust Co.—								
Real estate 1st g. col. trust bonds—								
Series C 5s, [illegible]	..	....	..	....	..	....	103½	..
Series D 4½s, [illegible]	..	....	..	....	..	....	100½	..
Series E 4s, [illegible]	..	....	..	....	..	....	100	..
Series F 4s, [illegible]	..	....	..	....	..	....	100½	..
Western Union deb. 7s, 1875-1900	105½	Feb 25	105½	Feb 25	105½	Feb 25	..	..
Do., do., registered	105¼	Jan 14	105	Mar 11	105	Mar 11	..	..
Do., debenture 7s, 1884-1900	..	....	..	....	105	Sep 20,97	..	..
Do., collateral trust cur. 5s, 1938	111¼	Aug 10	[illegible]	Apr [illegible]	111¼	Aug 11	..	..
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

GREAT WESTERN.

Continued from Page 1.

$90,000,000 for the redemption at discretion of the Finance Committee from time to time of all the liabilities of the company, which are a charge prior to the 4 per cent. debenture stock and for improvements.

While the increase in the debenture is was made for the reason named above, it is understood among railway men that Chicago Great Western has for its objective point an entrance into the City of Omaha, surveys having already been made, and even terminal facilities in the City of Omaha itself have been procured by parties who are supposed to be acting for the Chicago Great Western Railway.

Cash interest on all debenture stock will be resumed when the debenture scrip on hand shall be paid out in interest, (or dividends, if declared.) The company paid interest on all debenture stock in cash in 1893; 4 per cent. in cash to holders subscribing and in scrip to non-subscribers in 1894, and since 4 per cent. No dividends have been paid on the preferred, but in January last the company, having made good its deficit in income account and paid all bills payable, reported itself able to apply all future surplus above interest on debenture stock to dividends on preferred "A." The company has been spending a considerable sum for the reduction of grades, ballasting, and general improvements.

The gross earnings in 1893 were $5,083,014, an increase of $58,274; net, $1,127,839, a decrease of $232,224; surplus, $15,513, a decrease of $638,696; in 1894 gross earnings were $4,011,710, a decrease of $1,071,304; net, $1,128,813, an increase of $974; surplus, $8,028, a decrease of $7,485. The statements for 1896, 1897, and 1898 are shown in the following:

Year ended June 30.	1898.	1897.	1896.
Total gross earn.	$5,386,043	$4,680,859	$4,709,820
Net earnings	1,608,671	1,253,272	1,255,577

The Chicago Great Western Road is one of the few roads to have an independent auditing of their accounts. The well-known expert, Stephen W. Little, has been chosen by the London Finance Committee as the independent auditor for this road.

The total mileage at present operated is 930, consisting of 690 miles Chicago, St. Paul and Kansas City Railway, running from Chicago to St. Paul, Minn., and St. Joseph, Mo. Branches to Hayfield, &c., 131 miles; Bee Creek to Beverly, 23 miles; St. Paul to Minneapolis, 11 miles; Chicago Terminals, 10 miles; Dubuque to Aiken, 16 miles; Des Moines Terminals, 3 miles, and Leavenworth to Kansas City, 46 miles.

The stock of the company became prominent on the Stock Exchange early last Summer. Then there was a sharp advance, the stock selling at 20⅝ on Aug. 12, reacting to 15 by the end of the year. It sold at 16¼ early in January, 1898, but in the weakness following the Maine disaster declined to 9½. There has been a recovery since, and it is now selling at about 15. The preferred "A" stock sold at 31½ in August last and at 43 a month later. It has been down to 28 this year, but recent sales have been made at 41. The preferred "B" rose last year from 19 to 33⅛. It sold down to 20 in April last, and is now about 30. Few sales of the debenture stock have been made this year, but in 1897 it sold at 75, having advanced from 71½.

As nearly all the debenture 4 per cent. stock, preferred "A," and preferred "B" are held in London, the principal transactions are made in the London market, there being very little trading in these three classes on this side of the water.

THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. These figures are received weekly by cable by The Commercial and Financial Chronicle:

	Gold.	Silver.
BANK OF ENGLAND.		
Aug. 11, 1898	£34,513,093	......
Aug. 12, 1897	35,619,530	......
BANK OF FRANCE.		
Aug. 11, 1898	75,071,657	£49,659,448
Aug. 12, 1897	81,360,112	49,005,244
BANK OF GERMANY.		
Aug. 11, 1898	28,275,000	14,566,000
Aug. 12, 1897	28,600,000	14,733,000
RUSSIA.		
Aug. 11, 1898	110,638,000	4,539,000
Aug. 12, 1897	93,078,000	4,658,000
AUSTRIA-HUNGARY.		
Aug. 11, 1898	34,979,000	12,614,000
Aug. 12, 1897	37,613,000	12,599,000
SPAIN.		
Aug. 11, 1898	10,258,000	5,302,000
Aug. 12, 1897	9,012,000	10,430,000
ITALY.		
Aug. 11, 1898	14,789,000	1,809,000
Aug. 12, 1897	15,266,000	2,727,000
NETHERLANDS.		
Aug. 11, 1898	4,284,000	6,879,000
Aug. 12, 1897	2,632,000	6,895,000
BELGIUM.		
Aug. 11, 1898	3,061,000	1,515,000
Aug. 12, 1897	2,965,333	1,432,667
Total for the week	£315,932,750	£96,973,448
Total preceding week	314,999,116	96,899,470
Corresponding date last year	306,045,975	103,479,911

OUTSIDE SECURITIES.

Following are the latest quotations for securities not listed or inactive in the Stock Exchange. These quotations are compiled from reports made to The New York Times by many of the most active and reputable commission brokers. Information is solicited from all persons interested. Address FINANCIAL EDITOR, THE NEW YORK TIMES.

Street Railways.

	Bid.	Asked.
Atlantic Avenue con. 5s	[illegible]	..
Atlantic Avenue gen. m. 5s	[illegible]	..
Atlantic Avenue Imp. 5s	[illegible]	..
Bleecker St. & F. F'y stock	[illegible]	35
Bleecker St. & F. F'y 1st 7s	[illegible]	104½
Broadway & Seventh Avenue	[illegible]	[illegible]
Broadway & Seventh Av. 1st	108	110
Broadway & Seventh Av. 2d	111	113
Broadway Surface 1st 5s	115	117
Broadway Surface 2d	105	107
Brooklyn, Bath & W. E. 5s	[illegible]	98
Brooklyn City R. R. 1st m. 5s	113	116
Brooklyn City Railroad	212	214
B'lyn City & Newtown stock	200	..
B'lyn City & Newtown 1st 5s	113	117
Brooklyn El., when issued	25	28
Brooklyn El. pf., when issued	57	59
B'klyn, Queens Co. & Sub'n 5s	106	111
Buffalo Crosstown 5s	110½	111
Buffalo Street Railway stock	79½	80
Buffalo Street Ry. 1st consols	112½	114
Central Cross-Town	255	..
Central Cross-Town 1st 6s	119	..
Central Park, N. & E. River	180	..
Central Park, N. & E. River 7s	110½	113
Christopher & Tenth Street	155	165
Christopher & Tenth Street 1st	101	104
Citizens' Ry. (Indianapolis) 5s	76½	78
Cleveland City Railway	55	60
Cleveland Cable 1st 5s	103	104½
Cleveland Electric Railway	58	62
Cleveland Electric con. 5s	104	106
Coney Island & Brook. stock	200	..
Coney Island & B'klyn 1st 5s	103	107
C. I. & B'lyn 5 per cent. ctfs	101	..
Columbus (Ohio) stock	48	50
Columbus (Ohio) cons. 5s	97	100
Columbus Cross-Town 1st 5s	100	102
D. D., E. B'way & B. stock	180	200
D. D., E. B'way & B. 1st 5s	115	117
D. D. & B'y & B. 5 p. c. scrip	101	106
Eighth Avenue	335	345
Eighth Avenue 6 p. c. scrip	105	110
42d St. & Grand Street	355	..
42d St., Man. & St. Nich. Av.	60	64
42d St., Man. & St. N. Av. 1st	113	116
42d St., Man. & St. Nich. Av. 2d	90	91
Kings County Elevated	5	7
Kings County incomes	7	8
Louisville St. R'y. com.	34	39
Louisville St. R'y. pref.	96	100
Nassau Elec. 1st 5s, (B'lyn)	105	106
New Orleans Traction com.	1	2
New Orleans Traction pf.	6	8
New Orleans Traction notes	..	75
North Shore Traction com.	10¾	12
North Shore Traction pf.	76	78
Ninth Avenue	188	190
Providence & Pawtucket 1st	107	108
Richmond Traction 5s, 1925	77	81
Rochester Ry.	15	20
Rochester Ry. con. 5s	96	100
Second Avenue stock	178	180
Second Avenue 1st m. 5s	108	110
Second Avenue consol. 5s	114½	115
Scranton Traction	11	13
Sixth Avenue R. R. stock	200	210
South Ferry 1st 5s	108	112
S. I. Rapid Transit 1st 6s	107	..
S. I. Rapid Transit 2d	60	70
Steinway R. R. Co. 6 p. c. 1st	115	117
Third Avenue Railroad	178	180
Twenty-third Street	310	..
Twenty-third Street deb. 5s	103	106
Twin City R. Transit Co. com.	10	20
Twin City R. Transit Co. pf.	90	100
Union Railway 1st 5s	113	114
Union Railway	175	190
West Chicago Street	92¾	93½
West End (Boston)	86	86½
West End (Boston) pf.	105¼	105⅝
Worcester Traction common	15	16
Worcester Traction pf.	93	95

Ferry Securities.

	Bid.	Asked.
Hoboken Ferry stock	90	91
Hoboken Ferry 5s	106¾	108
Metropolitan Ferry 5s	108	110
N. Y. & E. R. Ferry 5s	90	93
N. Y. & E. R. Ferry stock	69	71
Union Ferry	43	43½
Union Ferry bonds	100	102

Trust Companies, &c.

	Bid.	Asked.
American Surety	160	175
Atlantic	137½	..
Bond & Mort. Guar. Co.	190	..
Brooklyn	..	400
Central	1360	..
Colonial	190	194
Continental	187½	..
Farmers' Loan & Trust	900	959
Fifth Avenue	340	360
Franklin	..	232
German-American R. E.	..	30
Guaranty	425	..
Hamilton	230	240
Kings County	280	..
Knickerbocker	240	280
Lawyers' Surety	100	105
Lawyers' Title Ins.	150	160
Long Island Loan & Trust	220	225
Manhattan	165	..
Manufacturers', Brooklyn	235	..
Mercantile	400	..
Metropolitan	300	..
Nassau	150	..
National Surety	..	202
N. Y. Life Ins. & Trust Co.	1200	..
N. Y. Security & Trust	375	..
People's	..	256
Produce Exchange	202	..
Real Estate Trust Co.	200	..
State	195	205
Title Guarantee & Trust	280	290
Union	1040	..
U. S. Mortgage & Trust	285	295
United States	1175	..
Washington	225	..

Insurance Companies.

	Bid.	Asked.
Commonwealth	..	105
Continental	430	..
Citizens'	108	111
Eagle	230	245
Empire City	90	95
Farragut	..	100
German-American	430	..
Germania	240	265
Greenwich	150	..
Hamilton	105	110
Hanover	145	..
Home	190	200
Kings County	170	200
Nassau, Brooklyn	150	..
New York	110	115
Niagara	160	165
North River	120	..

Insurance Companies—Continued.

	Bid.	Asked.
Pacific	[illegible]	[illegible]
Phenix, Brooklyn	[illegible]	[illegible]
Peter Cooper	110	125
Rutgers	110	116
Stuyvesant	75	85
United States	110	120
Westchester	[illegible]	..
Williamsburg City	370	..

Banks.

	Bid.	Asked.
America	[illegible]	..
American Exchange	170	..
Astor Place	220	..
Bowery	..	295
Broadway	[illegible]	[illegible]
Butchers & Drovers	85	95
Central	168	172
Chase	365	..
Chatham	290	300
Chemical	3760	4000
Citizens'	125	130
City	1000	1200
Colonial	135	..
Columbia	..	155
Commerce	203	206
Continental	125	130
Corn Exchange	278	..
East River	130	..
Eleventh Ward	225	..
Fifth Avenue	2300	..
Fifth National	225	..
First National	2500	..
First Nat. of Staten Island	..	160
Fourth National	173	180
Fourteenth Street	130	160
Gallatin	330	..
Gansevoort	90	105
Garfield	950	..
German-American	112	117
Germania	335	..
German Exchange	265	..
Greenwich	165	..
Hamilton	105	..
Hanover	335	..
Hide & Leather	80	95
Home	..	155
Hudson River	140	..
Importers & Traders'	480	500
Irving	147½	..
Leather Manufacturers'	180	..
Liberty	150	..
Lincoln	750	800
Manhattan	220	230
Market & Fulton	..	230
Mechanics'	175	180
Mechanics & Traders'	105	115
Mercantile	167	..
Merchants' Exchange	117	..
Merchants'	150	..
Metropolis	..	400
Mount Morris	100	..
Mutual	100	120
Nassau	150	..
National Union	225	..
New Amsterdam	250	..
New York	235	242
New York County	1000	..
New York National Exchange	..	80
Nineteenth Ward	..	110
Ninth National	80	90
North America	130	..
Oriental	140	..
Pacific	180	185
Park	327	330
People's	200	..
Phenix	85	90
Plaza	270	300
Produce Exchange	110	117
Republic	155	..
Riverside	190	..
Seaboard	176	..
Second National	450	..
Seventh National	115	120
Shoe & Leather	93	98
Sixth National	250	..
State of New York	103	..
Tradesmen's	..	95
Twelfth Ward	125	..
Twenty-third Ward	100	..
Union Square	175	..
Western	150	158
West Side	275	..
Yorkville	175	..

Guaranteed Stocks.

	Bid.	Asked.
Bald Eagle Valley	195	200
Beech Creek	99	101
Boston & Providence	275	277
Cayuga & Sus.	198	..
Columbus & Xenia	200	..
Delaware & Bound Brook	169	172
Detroit, Hillsdale & S. W.	99½	..
Erie & Pittsburg	138	142
Fort Wayne & Jackson pf.	130	..
Gold & Stock Tel. Co.	112	115
Kal. Allegan & G. Rapids	140	..
Kan. City, St. L. & C. pf.	140	145
Little Miami	182½	185
Louisiana & Mo. R. pf.	165	..
Mahoning Coal	100	..
Mahoning Coal pf.	106	..
Naugatuck	245½	..
New York & Harlem	345	355
N. Y., Lack. & Western	122	..
Norwich & Worcester pf.	200	..
Old Colony	185	188
Oswego & Syracuse	202	..
Pacific & Atlantic Tel.	70	..
Peoria & Bureau Valley	182	..
P., Ft. W. & Chi. special	160	..
Pitts., McK. & Yough.	137	139
Providence & Worcester	260	..
Rome & Clinton	125	..
Troy & Greenbush	140	..
Utica & Black River	160	..
United N. J. R. R. & C. Co.	255	256
Valley of New York	112	113
Warren	171	..

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit 6s	95	99
American Bank Note Co.	39	41½
American Brake	90	93
American Grocery 1st pf.	..	9
American Press Association	100	110
American Soda Fountain Co.	4	8
American Soda Fountain 1st pf.	47	53
American Soda Fountain 2d pf.	10	20
Am. Typefounders, new stock	38½	40
Atlantic Mu. Ins. scrip, 1897	102½	104½
American Graphophone	127½	135
American Graphophone pf.	130	137
Anderson Tobacco	9	13
Automatic Vending	25	..
Barney & Smith Car common	13	16
Barney & Smith Car pf.	..	55
Barney & Smith Car 6s	97	100
Bliss, E. W.	85	100
Bliss, E. W., pf.	102½	110
Carter-Crume pf.	55	..

Industrial and Miscellaneous—Continued.

	Bid.	Asked.
Celluloid Company	[illegible]	[illegible]
Central & South Amer. Tel.	[illegible]	[illegible]
Ches. & Potomac Tel. stock	[illegible]	..
Cheesebrough Mfg. Co.	[illegible]	[illegible]
Claflin (H. B.) 1st pf.	[illegible]	[illegible]
Claflin (H. B.) 2d pf.	[illegible]	[illegible]
Commercial Cable	175	[illegible]
Consolidated Car Heating	[illegible]	[illegible]
Consolidated Fireworks com.	..	[illegible]
Consolidated Fireworks pf.	40	[illegible]
Cramps' Ship & Eng. Bldg.	70	[illegible]
Diamond Match Company	139½	140
Electro-Pneumatic, as. pd.	1½	1¾
Empire & Bay State Tel.	65	75
Eastman Kodak Co.	95	100
Erie & Western Trans.	95	[illegible]
Electric Vehicle	8	[illegible]
Electric Vehicle pf.	70	[illegible]
Glucose Sugar Refining com.	62	[illegible]
Glucose Sugar Refining pf.	103½	[illegible]
Gorham Mfg. Co. common	..	90
Gorham Mfg. Co. pf.	110	114
Great Falls Ice	110	125
Hecker-Jones-Jewell Milling pf.	53½	55
Hecker-Jones-Jewell M. bonds	90	92½
Herring-Hall-Marvin com.	¾	1½
Herring-Hall-Marvin pf.	6	9
Hoboken Land & Imp.	100	..
Hoboken Land & Imp. 5s	105	..
Hudson River Telephone	69	73
International Paper	36¼	36½
International Paper pf.	84	[illegible]
International Paper 6s	107	109
Iron Steamboat	2½	[illegible]
Iron Steamboat 6s	55	60
J. B. Stetson com.	45	..
J. B. Stetson pf.	100	110
Journeay & Burnham com.	..	22
Journeay & Burnham pf.	67½	75
Lanston Monotype	80	85
Lorillard pf.	115	118
Madison Square Garden stock	..	5
Madison Square Garden 2d 6s	25	35
Mechanical Rubber com.	10	15
Mechanical Rubber pf.	30	40
Mergenthal Linotype	184	185
Michigan Pen. Car com.	8	12
Mich. Pen. Car pf.	57	62
Mich. Pen. Car. 1st 5s	86	90
Mosler Safe Co. pf.	..	105
National Saw pf.	..	25
National Casket Co.	60	80
National Wall Paper deb. stock	65	75
N. Y. Loan & Imp.	50	..
N. Y. Biscuit bonds 6s	114	116
New Jersey Zinc & Iron	100	..
New York Air Brake	77½	78
N. Y. & N. J. Telephone	149	150½
Nicaragua Construction	7	10
Northwestern Telegraph	112	117
Old Dominion Steamship	85	95
Penn. Coal	354	360
Penn. Salt Manufacturing	102	104
Penn. Water com.	10	12
Phil. & Wil. Steamboat	130	142½
Pneumatic Gun Carriage	2½	3
Pratt & Whitney com.	4	8
Pratt & Whitney pf.	40	50
Procter & Gamble	245	..
Procter & Gamble pf.	160	168
R. I. Perkins Horseshoe	..	10
R. I. Perkins Horseshoe pf.	30	40
Safety Car Heating & Light	96	100
Simmons Hardware com.	105	..
Simmons Hardware pf.	116	120
Singer Mfg. Co.	405	420
Standard Oil	419	420
Susquehanna Coal 6s	115	..
Swift & Co.	98	100
Swift & Co. 1st pf.	106	..
Texas & Pacific Coal	50	55
Texas & Pacific Coal 1st	102	..
Trenton Potteries com.	7	10
Trenton Potteries pf.	34	39
Trow Directory pf.	33	40
Union Switch & Signal	64	66
Union Switch & Signal pf.	110	116
Union Typewriter com.	7½	9
Union Typewriter 1st pf.	100½	102
Union Typewriter 2d pf.	88	92
U. S. Glass com.	25½	26½
U. S. Glass pf.	70	80
Wagner Palace Car	176	178
Westinghouse Air Brake	200	..
Wool Exchange of New York	110	120
Worthington Pump	24	28
Worthington Pump pf.	90	93

Gas Companies.

	Bid.	Asked.
Baltimore Consolidated	65	65½
Baltimore Con. 1st 5s	108	110
Buffalo (N. Y.) 1st, w. i.	95¾	96
Buffalo (N. Y.) stock	21¾	22½
Central (N. Y.)	175	..
Central Union Gas bonds	104½	105
Central Union Gas con. deb. 5s	108½	111
Chicago Consumers' 1st 5s	101½	104½
Chi. Eq. Gas L. & F. 1st 6s	102½	105
Chi. P. Gas & C. 1st 6s	108	111
Chi. P. Gas & C. 2d 6s	106½	108
Chi. P. Gas & C. cons. 6s	118½	121
Chicago P. Gas refunding 5s	105	106
City Gas (Norfolk, Va.)	36	[illegible]
City Gas (Norfolk, Va.) 1st 6s	98	102
Columbus (Ohio) Gas stock	86	90
Columbus (Ohio) 1st 5s	101	104
Consolidated Gas (N. J.) bonds	75	80
Consolidated Gas of N. J.	16	21
Consumers' Gas (Jersey City)	75	80
Con. Gas (Jersey City) bonds	100	103¾
Detroit Inc. 5s	93	95
Equitable 1st 6s	101	102½
Equitable 1st con. 5s	116	117½
Fort Wayne (Ind.) stock	75	80
Fort Wayne (Ind.) 1st 6s	89	90¾
Grand Rapids stock	76	79
Grand Rapids bonds	99	101
Ind. Nat. & Ill.	56	60
Indiana Nat. & Ill. 1st 6s	73	75
Indianapolis stock	115	125
Indianapolis 1st 6s	104¾	106½
Lafayette (Ind.) stock	77	80
Lafayette 1st 6s	85	88
Logansport & Wab. Val. stock	54	58
Logansport & Wab. Val. 1st 6s	72	73
Madison (Wis.) Gas	56	60
Madison (Wis.) 1st 6s	98½	101
Minneapolis Gas 6s	103½	105
Mutual of New York	335	345
New Amsterdam	31	31½
New Amsterdam pf.	75	76½
New Amsterdam 1st 5s	102	102¾
N. Y. & E. R. Gas Co. 1st	111	113
N. Y. & E. R. Gas Co. con.	106	107½
Ohio & Indiana stock	54	58
Ohio & Indiana bonds	71	73
St. Joseph (Mo.)	35	38
St. Joseph (Mo.) 5s	90	95
St. Paul Gas stock	38	41
St. Paul Gas bonds	76	78
Standard Gas, New York	143	146
Standard Gas, New York, pf.	158	165
Standard Gas, New-York, 1st	112	114
Syracuse Gas stock	17	18
Syracuse Gas 5s	87	90
Western Gas Co., Milwaukee	84	85½
West. Gas Co. bonds, Milw'kee	103½	105
Williamsburg 1st 6s	101	103½

CALENDAR FOR THE WEEK.

Monday, Aug. 15.

American District Telegraph Company, Philadelphia—Dividend payable.
Bond and Mortgage Guarantee Company—Dividend payable.
Boston Elevated Railway—Dividend payable.
Buffalo, Rochester and Pittsburg Railroad—Dividend payable on preferred stock.
Chicago, St. Paul, Minneapolis and Omaha Railroad—Books open.
Columbus, Sandusky and Hocking Railroad—Last day for depositing securities for reorganization.
Consolidated Ice Company—Dividend payable on common stock.
Jefferson and Clearfield Coal Company—Dividend payable on preferred stock.
Lake Erie and Western Railroad—Dividend payable on preferred stock.
New England Telegraph and Telephone Company—Dividend payable.
Norfolk and Western Railway—Books close for dividend on preferred stock.
P. Lorillard Company—Dividend payable on common stock.
Procter & Gamble Company—Dividend payable on common stock.
Pullman's Palace Car Company—Dividend payable.
Quincy Mining Company—Dividend payable.
Rome, Watertown and Ogdensburg Railroad—Dividend payable.
West Chicago Street Railway—Dividend payable.
Westinghouse Air Brake Company—Dividend payable.

Tuesday, Aug. 16.

Boston Elevated Railroad—Books open.
Consolidated Ice Company—Books open.
Jefferson and Clearfield Coal Company—Books open.
Lake Erie and Western Railroad—Books open.
Pullman's Palace Car Company—Books open.
Rome, Watertown and Ogdensburg Railroad—Books open.
West Chicago Street Railway—Books open.

Wednesday, Aug. 17.

Ann Arbor Railroad—Books close for annual meeting.
Standard Oil Company—Books close.

Thursday, Aug. 18.

Fort Wayne and Jackson Railroad—Books close.

Friday, Aug. 19.

Michigan Peninsular Car Company—Books close for dividend on the preferred stock.
Third Avenue Railroad—Books close.

Saturday, Aug. 20.

American Coal Company—Books close.
Chicago, St. Paul, Minneapolis and Omaha Railroad—Dividend payable on preferred stock.
Glucose Sugar Refining Company—Books close for dividend on preferred stock.
Mexican Northern Railroad—Books close.
North Pennsylvania Railroad—Books open.
St. Joseph (Missouri) Gas Company—Books close for annual meeting.

TRANSACTIONS AND CHANGES.

On the Stock Exchange for the week ending Saturday, Aug. 13, total transactions included 2,535,976 shares of stock, $21,241,150 bonds, with $957,900 Government and $149,400 State bonds.

In detail the week's dealing compare as follows with those of the corresponding week last year:

STOCKS.

	Aug. 14, '97.	Aug. 13, '98.	Differences.
R. R. & Misc.	3,478,390	2,535,976	Dec. 942,414
Banks	113	75	Dec. 38
Mining	2,600	100	Dec. 2,500

BONDS.

	Aug. 14, '97.	Aug. 13, '98.	Differences.
R. R. & Misc.	$22,231,500	$21,241,150	Dec. $990,350
State	6,000	149,400	Inc. 143,400
Government	339,150	957,900	Inc. 618,750

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Net changes in stocks for the week of 1 per cent. or more were:

Stocks Advanced.

Adams Express	1	Minn. & St. L. 2d pf.	1½
Am. Malting	3⅜	Minn. Iron	2⅝
Am. Malting pf.	6⅝	Mobile & Ohio	1
Am. Cotton Oil	1⅝	Morris & Essex	2
Am. Tel. & Cable	2	Nat. Biscuit	2½
Am. Tobacco	6	Nat. Biscuit pf.	3⅝
Am. Steel & Wire pf.	3¼	Nat. Lead pf.	2⅝
Balt. & Ohio	2	Nat. Linseed Oil	1
Brook. Union Gas	1⅝	N. Y. Air Brake	11½
Brook. Rap. Trans.	4⅝	N. Y., Chi. & St. L.	1
Ches. & Ohio	1⅝	North. Pacific	2⅝
Chi., Ind. & L. pf.	4⅝	Or. R. R. & N. pf.	1⅝
Chi., Bur. & Qy.	1⅝	Pacific Coast	2½
C., C., C. & St. L.	1⅝	Pac. Coast 2d pf.	1
C., C., C. & St. L. pf.	1⅝	Pacific Mail	1⅝
Chi., M. & St. P.	2⅝	People's Gas, Chi.	2
Chi., M. & St. P. pf.	1⅝	St. J. & G. I. 1st pf.	1⅝
Chi., R. I. & P.	1⅝	St. L. & S. F. 2d pf.	1
Col. Fuel & Iron	4½	St. P. & Duluth	3⅝
Del. & Hudson	3	Southern Pacific	1⅝
Den. & R. G. pf.	1⅝	Tenn. C. & I.	1⅝
Des M. & Ft. D.	1⅝	Third Avenue	1
Ed. El. Ill. of N. Y.	1⅝	U. S. Leather pf.	1⅝
Ill. Steel Co.	3⅝	U. S. Rubber	3⅝
Lake Shore	1⅝	U. S. Rubber pf.	3⅝
Long Island	3½	West Chi. St.	1⅝

Stocks Declined.

Am. Sp. Mfg.	1⅝	Chi. & Northwest	1½
Am. Sp. Mfg. pf.	2⅝	Manhattan	4⅝
Am. Tobacco pf.	1½	Pullman Car	1½

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Net changes in bond quotations for the week of 1 per cent. or more were:

Bonds Advanced.

A. & C. June. 5s, coup. off	1	Iowa Central 1st	1
Ann Arbor 1st	3	K. C. & P. 1st	1
A. & D. 1st 5s	1½	K. C., P. & G. 1st	3⅝
B. & O. 5s, 1925	1½	L., Ev. & St. L. con. 5s, tr. r.	3
Balt. Belt 1st	1	Mo., K. & T. 1st	1
Brook. El. 1st, tr. r.	3	Mo., K. & T. 2d	1½
Cent. of Ga., 2d pf., inc.	1½	Mo. P. coll. 5s	1½
Cent. of N. J. gen. 5s	1½	N. Y., C. & St. L. 1st	1
Cent. of N. J. 5s, reg.	1½	Or. R. R. & N. 1st	1½
Ches. & Ohio, 4½s	1½	Or. Sh. Line 6s	1½
C. & O. 1st, R. & A. 1st con.	1	Or. Sh. Line con.	1⅝
C., B. & Qy. deb.	1	Ohio & Miss. 1st, Sp. Div.	1½
C., B. & Q. conv. 5s	3½	Pitts. & West. 5s	2½
Chi. & N. W. s. f. 6s	4	Peo. & East 1st	1⅝
Col. Mid. 1st 2-3-4s	7⅛	Scioto V. & N. E. 4s	1⅝
C., H. V. & T. 5s, $65 paid	1	S. C. & Ga. 1st	1
D. & R. G. con. 4s	1½	So. Pac. Ariz. 1st	1
Detroit City Gas 5s	1	So. Pac. Cal. 1st	3⅛
Ft. W. & D. C. 1st	1½	Tex. & N. O. con. 5s	1
Gen. Elec. deb. 5s	2½	Union El. 1st, tr. r.	1
Hous. & Tex. gen. 4s	3	W. N. Y. & P. gen.	1
		W. U. col. tr. 5s	1½

Bonds Declined.

St. P., M. & M. Dakota 6s	1	Wabash 2d	1
		West Shore 4s	1

BULLION STATISTICS.

Silver bullion certificates were last quoted on the Stock Exchange at 59¼@[illegible]c per ounce.

Silver was quoted in London at 27[illegible] per ounce, and in New York at 59[illegible]c. Mexican dollars were quoted at [illegible].

The Mercantile Safe Deposit Company holds [illegible] ounces of silver bullion.

INACTIVE STOCKS, LAST TRANSACTIONS NEW YORK STOCK EXCHANGE.

The following table gives the range of prices in 1898 for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given.

Closing Aug. 13. Bid.	Asked.	STOCKS.	Amount Outstanding.	Last Dividend.		Range in 1898. Highest.	Lowest.	Last Sale.
190	220	**Albany & Susquehanna**	$3,520,000	July, 1898	3½	*186 Feb. 3	*183 Jan. 4	*186 Feb. 3, 1898
..	..	American Bank Note	....	June 30, 1898	1	*43 Mar. 5	*43 Mar. 5	*43 Mar. 5, 1898
120	140	American Coal	1,500,000	Mar. 1, 1898	4	..	..	125 Sept. 16, 1897
25	40	American District Telegraph	3,845,000	May 16, 1898	1	24½ June 30	22 May 13	24 July 1, 1898
..	..	**Boston Air Line** pf.	1,426,000	July, 1898	2	*105 Mar. 9	*105 Mar. 9	*105 Mar. 9, 1898
..	..	Brooklyn Elevated	18,283,600	....	..	..	..	*7½ Dec. 28, 1897
27	29	Buff., Roch. & Pittsburg	6,000,000	....	..	30¼ Jan. 6	25 Mar. 12	28½ June 7, 1898
..	..	**Capital Traction**	12,000,000	July 1, 1898	75c.	70 Jan. 25	62 Jan. 4	70 Jan. 25, 1898
..	..	Central Coal & Coke	1,500,000	....	..	..	..	20⅝ Oct. 13, 1897
159	..	Chicago & Alton	18,764,800	June 1, 1898	1¾	166¼ Feb. 11	*150 Mar. 14	*157½ July 1, 1898
170	..	Chicago & Alton pf.	3,479,500	June 1, 1898	1¾	*166 Mar. 24	*166 Mar. 24	*166 Mar. 24, 1898
70	72	Chicago Great Western deb.	13,300,000	July, 1898	2	71¼ July 15	*71 Aug. 4	*71 Aug. 4, 1898
..	..	Chicago Stock Yards	6,500,000	July 1, 1898	4	..	..	102½ May 22, 1897
..	..	Chicago Stock Yards pf.	6,500,000	July 1, 1898	1½	120 June 4	120 June 4	120 June 4, 1898
40	50	Cleve., Lorain & Wheel. pf.	5,000,000	Oct. 1, 1896	1	50½ Feb. 5	45 May 2	48¾ June 1, 1898
¼	½	Colorado Coal & Iron Dev.	5,500,000	....	..	½ Jan. 28	¼ Apr. 7	*¼ July 6, 1898
1½	2¼	Colorado Coal & Iron Dev. pf.	500,000	....	..	2½ Jan. 7	2 June 6	2½ June 6, 1898
21½	24	Col., Hock. Val. & Tol. pf.	2,500,000	Jan. 2, 1897	2½	27½ Feb. 10	17 Jan. 17	22 July 20, 1898
170	..	Commercial Cable	10,000,000	July 1, 1898	1¾	180 July 12	180 July 12	*180 July 15, 1898
..	..	Consol. K. C. Smelt. & Ref. pf.	976,325	July 15, 1898	1¾	99½ May 24	99½ May 24	99½ May 24, 1898
40	..	Consolidation Coal	10,250,000	Feb. 1, 1898	2	*46 June 27	40 May 17	46 June 27, 1898
80	100	**Des Moines & Ft. Dodge** pf.	763,500	Aug. 2, 1898	6	..	..	*70 Dec. 31, 1897
..	..	Duluth, South Shore & Atlantic	12,000,000	....	..	2⅝ Aug. 5	2⅝ Aug.	2⅝ Aug. 5, 1898
..	..	Duluth, South Shore & Atl. pf.	10,000,000	....	..	7½ Feb. 5	5 Apr. 4	6 June 29, 1898
..	60	**Eastern Elevator**	1,000,000	....	..	66 Mar. 11	†57 July 23	†57 July 23, 1898
..	..	Edison El. Ill. of Brooklyn	4,000,000	July 15, 1898	1½	*124½ July 28	*102½ Apr. 1	*123 Aug. 4, 1898
350	..	Eighth Avenue	1,000,000	July, 1898	3¾	*350 July 29	*335 June 16	*350 Aug. 5, 1898
..	..	Erie Tel. & Tel.	48,000,000	May 16, 1898	1	..	..	75 Oct. 14, 1897
25½	26	Evansville & Terre Haute	4,000,000	August, 1893	7½	26 May 11	*20 Feb. 17	26 Aug. 8, 1898
52	55	Evansville & Terre Haute pf.	1,284,000	Apr. 15, 1897	1	54 Aug. 5	*37 Apr. 13	54 Aug. 5, 1898
..	..	**Flint & Pere Marquette**	3,298,200	....	..	14⅛ Feb. 14	*9¾ Apr. 15	11½ May 14, 1898
..	..	Fort Worth & Denver City	2,555,000	Mar. 15, 1898	2	28 Mar. 15	19¼ Jan. 24	*22 Aug. 2, 1898
..	..	**General Electric pf.**	4,252,000	July 1, 1893	3½	..	..	75 Mar. 22, 1898
..	..	Gold & Stock Tel.	5,000,000	July, 1898	1½	..	..	*108½ Dec. 14, 1897
..	..	Green Bay & Western	2,500,000	....	..	*32½ Feb. 24	*30 Jan. 7	*30 Aug. 6, 1898
..	..	**H. B. Claflin Co.**	8,829,100	July 15, 1898	1½	92½ Feb. 10	*87¾ June 20	*88 July 15, 1898
..	..	H. B. Claflin Co. 1st pf.	2,600,300	Aug. 1, 1898	1½	..	..	*94½ Dec. 30, 1897
..	..	H. B. Claflin Co. 2d pf.	2,570,600	Aug. 1, 1898	1½	..	..	*94 Dec. 11, 1897
..	..	Harlem	8,638,650	July 1, 1898	2	*350 July 19	*320 Jan. 5	*345 July 26, 1898
50	..	Homestake Mining	12,500,000	July 25, 1898	50c.	*53½ July 21	43 Apr. 2	*53½ July 21, 1898
96	100	**Illinois Central**, leased line	10,000,000	July, 1898	2	*97¾ Aug. 4	*94 Feb. 2	*97¾ Aug. 4, 1898
..	..	**Keely Motor**	....	....	..	..	..	4½ Mar. 9, 1897
16	19	Keokuk & Des Moines pf.	1,524,600	Jan. 15, 1895	90c.	18½ June 14	*13⅛ Mar. 9	17 July 26, 1898
29	32	Keokuk & Western	4,000,000	Apr. 1, 1898	1	34½ Mar. 1	30 June 2	30 July 11, 1898
..	..	**Lake Shore** certificates	....	....	..	190 May 27	*180 May 2	*188 July 7, 1898
3	6	**Manhattan Beach**	5,000,000	....	..	5¼ Jan. 24	4 Jan. 20	*5 June 13, 1898
45	52	Maryland Coal pf.	1,876,000	July 1, 1898	2	*53 June 10	45 Mar. 28	*50 June 29, 1898
..	..	Mergenthaler Linotype	16,000,000	June 30, 1898	5	*152 May 31	*140 Mar. 9	*152 May 31, 1898
5	5½	Mexican Central	47,841,100	....	..	6¼ Jan. 8	4½ June 15	5 July 27, 1898
⅓	1	Mexican National certificates	33,350,000	....	..	1½ May 2	1 Feb. 10	1¼ June 7, 1898
..	..	Michigan Peninsular Car	2,030,000	Oct. 1, 1893	2	..	..	14 Sept. 9, 1897
..	..	Michigan Peninsular Car pf.	5,000,000	June 30, 1898	2	*54 Jan. 29	*54 Jan. 29	*54 Jan. 29, 1898
6	..	Minn., St. P. & S. Ste. Marie	14,000,000	....	..	7 Jan. 5	6½ Mar. 11	6½ Mar. 11, 1898
18	..	Minn., St. P. & S. Ste. Marie pf.	7,000,000	....	..	..	..	10 Dec. 2, 1897
..	..	**Nash., Chat. & St. Louis**	10,000,000	Aug. 1, 1898	1	60 June 1	60 June 1	60 June 1, 1898
35	42	New Central Coal	1,000,000	....	..	41 Aug. 4	41 Aug. 4	41 Aug. 4, 1898
..	..	N. Y., Lack. & Western	100,000,250	July, 1898	1¼	*123¾ Feb. 16	*120 Apr. 20	*123½ July 7, 1898
..	..	New York Mutual Gas	3,500,000	July 11, 1898	5	..	..	*350 Nov. 16, 1897
..	..	New Jersey & New York Tel.	5,000,000	Apr. 15, 1898	2½	..	..	*124 Jan. 28, 1897
..	..	**Omaha & St. Louis**	621,900	....	..	7 Mar. 5	7 Mar. 5	7 Mar. 5, 1898
3½	5	Ontario Mining	15,000,000	Dec. 1, 1897	75c.	*5 June 17	*3 Mar. 8	*3⅛ July 30, 1898
29	31	Oregon Short Line	27,435,700	....	..	33⅝ Feb. 17	19⅝ Jan. 3	31 July 28, 1898
..	..	**Panama**	7,000,000	Jan. 3, 1896	2	..	..	*95 Sept. 22, 1897
340	..	Pennsylvania Coal	5,000,000	May 1, 1898	4	*350 Feb. 25	*325 Mar. 23	*325 Mar. 23, 1898
1	1¼	Peoria, Dec. & Evansville	8,400,000	....	..	2¼ May 23	⅞ Jan. 7	1 Aug. 2, 1898
..	..	P. Lorillard pf.	2,000,000	July 1, 1898	2	*116 July 27	*116 July 27	*116 July 27, 1898
172	..	Pitts., Ft. Wayne & Chi.	19,714,285	July 5, 1898	1¾	*173 July 27	*168 Feb. 25	*173 July 27, 1898
5	7	Pittsburg & Western pf.	5,000,000	....	..	7 June 17	5¾ June 11	6¼ July 22, 1898
5⅝	..	**Quicksilver** pf.	4,291,300	1891	4¾	6¾ June 18	5 June 2	5½ Aug. 4, 1898
180	..	**Rens. & Saratoga**	10,000,000	July, 1898	4	*185½ July 27	*182 Jan. 26	*185½ July 27, 1898
123	..	Rome, Watertown & Ogdens.	10,000,000	Aug. 15, 1898	1¼	*123 Jan. 4	*116¼ Mar. 26	122 July 5, 1898
..	..	**Silver Bullion** certificates	....	....	..	59¼ Aug. 6	56 May 5	59¼ Aug. 6, 1898
200	..	Sixth Avenue	2,000,000	July 1, 1898	3½	..	..	195 July 19, 1897
..	..	Standard Gas	5,000,000	July 1, 1898	1½	*147 Jan. 24	143½ Jan. 21	*147 Jan. 22, 1898
..	..	Standard Gas pf.	3,721,100	July 1, 1898	5	*144½ Jan. 3	*144½ Jan. 22	*144½ Jan. 24, 1898
..	..	Southern & Atlantic Tel.	559,525	April, 1898	2½	100 Feb. 17	100 Feb. 17	100 Feb. 17, 1898
..	..	**Texas Central**	2,649,400	....	..	..	..	10 July 13, 1897
..	..	Texas Central pf.	1,324,500	Jan. 15, 1898	3	..	..	*40½ Feb. 5, 1897
..	..	Texas Pacific Land Trust	10,370,000	....	..	7¾ June 8	5 May 27	7½ June 14, 1898
..	20	Toledo & Ohio Central	6,500,000	Nov. 25, 1893	1	*15 Feb. 10	*15 Feb. 10	*15 Feb. 10, 1898
20	40	Toledo & Ohio Central pf.	3,708,000	July 25, 1896	1¼	*41 Feb. 7	*38½ Feb. 8	*40 Feb. 10, 1898
..	..	Twin City Rapid Transit	15,010,000	....	..	22½ Feb. 25	19⅝ Apr. 14	19⅝ May 26, 1898
..	..	Twin City Rapid Transit pf.	1,127,200	April, 1898	1¾	..	..	*95 Dec. 23, 1897
..	..	**Union Ferry**	3,000,000	July 1, 1898	1	..	..	64 July 13, 1897
..	..	United N. J. R. R. & Canal	21,240,400	July, 1898	2½	..	..	*215½ Mar. 15, 1897
..	..	Utica & Black River	2,223,000	March, 1898	3½	..	..	165 Oct. 20, 1897
..	..	**Warren Railroad**	1,800,000	July, 1898	3½	..	..	167 Aug. 24, 1897
119	..	**Wells-Fargo Express**	8,000,000	July 15, 1898	3	*123½ Aug. 5	*112½ May 5	*123 Aug. 5, 1898
..	..	Western Gas	4,000,000	July 20, 1898	3	86 Jan. 17	86 Jan. 17	86 Jan. 17, 1898
..	..	Western Union Beef	13,600,000	Nov. 23, 1897	2	8 Jan. 13	7½ Jan. 5	8 Apr. 18, 1898
..	..	Wisconsin Central pf.	3,000,000	....	..	8 Jan. 17	5 Feb. 5	6 July 28, 1898

*Sales of less than 100 shares. †Sale buyer 10 days.

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce for the week ended Friday last, compared with the corresponding week last year. In the case of the exports of general merchandise the returns are for the week ended Tuesday:

Imports of Dry Goods and General Merchandise.

Week ended Aug. 12, 1898	$7,597,848
Week ended Aug. 13, 1897	6,623,750
From Jan. 1, 1898	268,990,112
From Jan. 1, 1897	334,200,030

Exports of General Merchandise.

Week ended Aug. 9, 1898	$7,685,530
Week ended Aug. 10, 1897	7,488,644
From Jan. 1, 1898	281,795,476
From Jan. 1, 1897	239,835,515

Imports of Gold.

Week ended Aug. 12, 1898	$1,084,817
Week ended Aug. 13, 1897	344,934
From Jan. 1, 1898	70,416,503
From Jan. 1, 1897	2,737,412

Exports of Gold.

Week ended Aug. 12, 1898	$30,000
From Jan. 1, 1898	4,692,097
From Jan. 1, 1897	29,628,907

Net Imports of Gold.

Week ended Aug. 12, 1898	$1,054,817
Week ended Aug. 13, 1897	344,934
From Jan. 1, 1898	65,724,406

Net Exports of Gold.

From Jan. 1, 1897	$26,891,495

Imports of Silver.

Week ended Aug. 12, 1898	$8,528
Week ended Aug. 13, 1897	53,202
From Jan. 1, 1898	1,493,720
From Jan. 1, 1897	1,749,835

Exports of Silver.

Week ended Aug. 12, 1898	$893,493
Week ended Aug. 13, 1897	917,349
From Jan. 1, 1898	27,384,310
From Jan. 1, 1897	29,296,028

Net Exports of Silver.

Week ended Aug. 12, 1898	$888,965
Week ended Aug. 13, 1897	864,147
From Jan. 1, 1898	25,890,590
From Jan. 1, 1897	27,546,193

Total Imports of Specie.

Week ended Aug. 12, 1898	1,091,345
Week ended Aug. 13, 1897	398,136
From Jan. 1, 1898	71,910,223
From Jan. 1, 1897	4,487,247

Total Exports of Specie.

Week ended Aug. 12, 1898	[illegible]
Week ended Aug. 13, 1897	917,349
From Jan. 1, 1898	[illegible]
From Jan. 1, 1897	[illegible]

Total Net Imports of Specie.

Week ended Aug. 12, 1898	[illegible]
From Jan. 1, 1898	[illegible]

Total Net Exports of Specie.

Week ended Aug. 13, 1897	[illegible]
From Jan. 1, 1897	[illegible]

SALES OF MINING STOCKS.

The following sales of mining stocks were made during the past week:

ON THE STOCK EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Kings. & Pem.	.15	.15	.15	.15	100

ON THE CONSOLIDATED EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Alamo	.03	.03	.03	.03	2,000
Anaconda	.38	.38	.38	.38	500
Best & Belcher	.17	.17	.17	.17	300
Cr. & C. C.	.03	.03	.03	.03	1,000
C. & C. Cr. Con.	.09	.09	.09	.09	300
Con. Cal. & Va.	.37	.37	.37	.37	400
Golden Fleece	.25	.25	.25	.25	100
Hale & Nor.	.68	.85	.68	.85	500
Isabella	.25	.25	.25	.25	400
Leadville	.10	.10	.10	.10	10,500
Mexican	.13	.13	.13	.13	200
Mt. Rosa	.13	.13	.13	.13	100
Mollie Gibson	.19	.19	.19	.19	500
Ophir	.21	.21	.21	.21	300
Pharmacist	.05	.05	.05	.05	500
Portland	1.15	1.15	1.15	1.15	100
Standard	1.60	1.60	1.60	1.60	100
Union	.10	.10	.10	.10	10,200
Union Con.	.18	.18	.18	.18	500
Utah	.08	.08	.08	.08	1,400
Work	.05	.05	.05	.05	1,000
Yellow Jacket	.22	.22	.22	.22	500

Total sales 11,900

ON THE MINING EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Gold Magnet	0.02	0.02	0.02	0.02	1,000
Justine	.03	.03	.02	.02	6,000
Miami	.40	.40	.40	.40	500
Rocky Mt.	.12½	.12⅝	.10¼	.10¼	14,000
Sentinel	.003	.004	.002½	.003½	130,000

Total sales 151,500

CLEARING HOUSE COMPARISONS.

	Exchanges.	Balances.
Aug. 13	$778,612,068	$48,795,351
Aug. 6	741,152,272	55,254,955
July 30	644,528,338	39,372,795
July 23	630,290,419	46,140,453
July 16	720,898,050	47,100,858
*July 9	617,514,358	44,564,175
July 2	826,568,625	62,960,979
June 25	655,289,987	42,167,523
June 18	768,422,231	57,176,966
June 11	747,874,944	57,216,335
*June 4	719,788,421	41,451,936
May 28	706,878,809	40,483,251
May 21	754,403,491	44,270,081
May 14	819,458,953	46,850,100
*May 7	778,746,624	42,142,686
April 30	631,658,506	41,258,793
April 23	[illegible]	38,908,111
April 16	680,947,705	38,324,274
April 9	[illegible]	[illegible]
April 2	782,981,674	[illegible]
March 26	611,598,304	[illegible]
March 19	725,675,595	48,068,649
March 12	752,221,310	50,548,544
March 5	694,747,377	50,181,173
*Feb. 26	608,511,569	41,639,462
Feb. 19	[illegible]	[illegible]
Feb. 12	725,130,442	57,439,794
Feb. 5	[illegible]	54,312,451
Jan. 29	835,013,145	51,876,574
Jan. 22	812,527,065	46,681,535
Jan. 15	891,157,251	[illegible]
Jan. 8	1,043,597,394	62,370,[illegible]

*Five days.

BANK STATEMENTS.

The weekly statement of the New York City Associated Banks, issued Saturday, shows a decrease in the reserve of $6,781,150. The banks now hold $33,111,850 more than the legal requirements. The changes in the averages show an increase in loans of $9,911,400, a decrease in specie of $2,763,600, a decrease in legal tenders of $3,091,800, an increase in deposits of $3,703,000, and a decrease in circulation of $42,700.

The following is a comparison of the average of the New York banks for the last two weeks and for the corresponding date last year:

	Aug. 13, '98.	Aug. 6, '98.	Aug. 14, '97.
Loans	$659,411,200	$649,499,800	$555,179,800
Specie	166,224,400	168,988,000	92,612,300
Legal tenders	57,076,100	60,167,900	103,917,900
Net deposits	760,754,600	757,051,600	630,589,900
Circulation	14,231,100	14,273,800	13,185,500

The following shows the amount of reserve held above the legal requirements:

	Aug. 13, '98.	Aug. 6, '98.	Aug. 14, '97.
Specie	$166,224,400	$168,988,000	$92,612,300
Legal tenders	57,076,100	60,167,900	103,917,900
Total r's've	$223,300,500	$229,155,900	$196,530,200
Reserve required ag'st deposits	190,188,650	189,762,900	157,647,475
Excess of reserve above legal req'rements	$33,111,850	$39,893,000	$38,882,725

The following table shows the amount of surplus reserve held by the New York Clearing House banks at the end of each week in the present year and the corresponding weeks in 1897 and 1896:

	1898.	1897.	1896.
Jan. 8	$22,361,575	$43,991,450	$27,182,100
Jan. 15	25,968,775	52,172,525	32,345,550
Jan. 22	31,275,300	57,067,800	37,678,800
Jan. 29	34,609,450	59,148,250	[illegible]
Feb. 5	34,781,625	54,540,050	40,182,425
Feb. 12	32,487,050	51,678,225	36,818,575
Feb. 19	26,688,450	55,985,850	25,627,050
Feb. 26	22,950,325	57,520,975	24,422,150
March 5	20,628,500	55,854,925	23,234,300
March 12	22,721,425	52,963,550	21,448,825
March 19	28,060,050	45,168,975	19,042,675
March 26	33,351,475	45,895,750	18,042,675
April 2	35,720,800	47,968,575	17,905,975
April 9	35,066,475	46,170,050	17,931,[illegible]
April 16	37,348,075	46,968,900	18,189,350
April 23	43,528,100	49,267,900	20,675,075
April 30	44,504,875	48,917,625	22,944,[illegible]
May 7	43,916,475	44,095,975	20,243,[illegible]
May 14	46,907,225	44,490,550	18,877,975
May 21	50,715,250	45,986,950	21,701,900
May 28	53,704,800	46,616,100	22,290,675
June 4	52,949,700	45,239,825	18,498,350
June 11	52,941,100	47,091,475	20,977,[illegible]
June 18	50,272,550	48,388,950	19,918,[illegible]
June 25	52,306,[illegible]	49,239,150	21,317,[illegible]
July 2	63,012,550	41,334,575	[illegible]
July 9	53,246,200	41,961,375	22,227,[illegible]
July 16	48,968,825	45,099,900	21,772,[illegible]
July 23	45,612,650	47,361,575	18,490,[illegible]
July 30	41,904,475	45,730,150	17,728,[illegible]
Aug. 6	39,892,000	41,042,125	12,815,[illegible]
Aug. 13	33,111,850	38,882,725	9,490,175

The following shows the surplus reserve at this time for a series of years:

1898	$33,111,850	1893	*[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
1896	9,490,175	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

*Deficit.

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Hon. JOHN G. CARLISLE, Former Secretary of the Treasury of the U. S.
ROLAND R. CONKLIN, Vice-President of the North American Trust Co.
S. L. CONKLIN, Secretary of the North American Trust Co.
C. W. DRAKE, Treasurer of the Rio Grande Western R'way Co.
SAMUEL M. JARVIS, Vice-President of the North American Trust Co.
Hon. ADLAI E. STEVENSON, Ex-Vice-President of the United States.
WAGER SWAYNE, Of Messrs. Swayne & Swayne, Counsellors-at-Law.
Hon. W. L. TRENHOLM, Former Comptroller of the Currency of the U. S.

TREASURY STATEMENT.

WASHINGTON, Aug. 12.—Following is a statement of the condition of the United States Treasury and the receipts and expenditures of the Government on the 13th day of August, 1892:

CASH IN THE TREASURY.

Gold coin	$131,300,296.71		
Gold bullion	101,365,436.26	$232,665,732.97	
Outstanding gold certificates	$37,253,140.00		
Less gold certificates in Treasury	1,508,040.00	35,655,100.00	*$197,316,623.97
Standard silver dollars	$402,345,889.00		
Silver bullion	799,419.00	$403,145,258.00	
Outstanding silver certificates	$400,870,594.00		
Less silver certificates in Treasury	9,360,583.00	391,509,911.00	11,635,317.00
Standard silver dollars of 1890	$3,116,642.00		
Silver bullion of 1890, (cost)	96,702,638.00	$99,819,280.00	
Less outstanding Treasury notes		99,819,280.00	
United States notes		$71,719,143.00	
Outstanding currency certificates	$24,145,000.00		
Less currency certificates in Treasury	2,455,000.00	21,690,080.00	50,029,143.00
Treasury notes of 1890	$4,457,808.00		
National bank notes	4,573,927.83		
Fractional silver coin	11,564,478.14		
Fractional currency	35.29		
Minor coin	1,258,935.15		
Deposits in National banks	60,881,759.08		
Bonds and interest paid	2,847,377.45	$85,082,320.44	
Less National bank 5 per cent. fund	$3,227,180.59		
Outstanding checks and drafts	9,883,301.54		
Disbursing officers' balances	52,221,256.53		
Post Office Department account	3,321,901.73		
Miscellaneous items	1,965,861.92	75,619,452.35	9,462,868.00
Available cash balance, including gold reserve			$268,437,952.06

RECEIPTS.	This Day.	This Month.	This Fiscal Y'r.
Customs	$450,543.36	$7,889,591.45	$22,559,272.41
Internal revenue	861,628.01	11,884,506.54	38,055,293.83
Miscellaneous	14,320.70	702,853.61	3,299,583.94
Total receipts	$1,326,492.07	$20,087,041.60	$63,914,150.18
EXPENDITURES.			
Civil and miscellaneous	120,000.00	4,554,000.00	16,615,387.26
War	560,000.00	7,390,000.00	42,164,153.27
Navy	560,000.00	5,275,000.00	11,789,279.61
Indians	10,000.00	366,000.00	1,035,868.55
Pensions	150,000.00	9,503,000.00	22,160,894.50
Interest	100,000.00	1,600,000.00	7,185,892.25
Total expenditures	$1,500,000.00	$26,688,000.00	$100,951,475.44
Excess of expenditures over receipts	173,507.93	6,620,958.40	37,037,325.26
NATIONAL BANK FUND.			
Deposits under act July 14, 1890	.....	532,930.00	2,373,504.00
Redemptions under act July 14, 1890	34,052.50	708,910.00	2,364,955.00

REDEMPTION OF NOTES.	U. S. Notes. (Since 1879.)	Treasury Notes. (Since 1890.)	Total.
To date	$520,992,456.00	$92,835,883.00	$613,828,319.00
This fiscal year	4,170,979.00	261,215.00	4,432,194.00
This month	303,608.00	11,773.00	315,381.00
This day	2,596.00	.....	2,596.00

*Net gold and bullion, including $100,000,000 reserved for redemption of United States notes, Section 12, act July 12, 1882.

MONEY AND EXCHANGE.

Money on call loaned at 1@1½ per cent.

Time money, 2½ per cent. for sixty to ninety days, 3 per cent. for four to five months, 3@3½ for six months. Commercial paper rates, 3¼@3¾ per cent. for sixty to ninety days' indorsements, 3½@4 per cent. for choice single names, and 4½@5½ per cent. and upward for others.

The Bank of England gained £33,995 bullion during the week, and the proportion of reserve to liabilities, which in the previous week was 44.50, became 45.42 per cent. The rate of discount was unchanged at 2½ per cent. The Bank of France gained 1,125,000f gold and 550,000f silver.

Foreign exchange market firm. Posted rates were $4.84½ for sixty days and $4.86 for demand. Actual rates were $4.84@4.84¼ for sixty-day bills, $4.85¼ for demand, $4.86 for cable transfers, and $4.82⅝@4.83¾ for commercial.

In Continental, Paris francs were quoted at 5.21¼ for long and 5.19⅜ for short, reichsmarks at 94½@94 9-16 and 95 1-16@95⅛, and guilders at 40½ and 40¾.

New York exchange was quoted as follows: Chicago—10@20c discount. Boston—10@15c discount. San Francisco—Sight, 15c premium; telegraphic, 17½c premium. New Orleans—Commercial, 25c premium; bank, $1 premium. Savannah—Buying, 1-16c discount; selling, 1-16c premium. Charleston—Buying, par; selling, ⅛c premium. Cincinnati—Between banks, 25c discount; over counter, 50c premium. St. Louis—Par.

Specie Imported Into District of New York Aug. 6 to 12 Inclusive.

Steamer.	Where From.	Amount.
American Gold Coin—		
Laughton	Pt. Cabello	$2,250
Laughton	Curacao	5,870
American Silver Coin—		
Advance	Colon	181
Foreign Gold Coin—		
Laughton	Curacao	11,337
Jacob Bright	Progreso	2,358
Foreign Silver Coin—		
Finance	Colon	2,506
Gold Bullion—		
Finance	Colon	6,461
Dorset	Tampico	466
Laughton	La Guayra	350
Alene	Cartagena	225
Majestic	Liverpool	320,320
Britannic	Liverpool	146,000
Etruria	Liverpool	325,000
Kr. Wm. der Grosse	Southampton	194,500
Silver Bullion—		
Dorset	Tampico	3,330
Total		$1,091,345

Specie Exports from the Port of New York Aug. 8 to 13 Inclusive.

Date. Aug.	Steamer.	Des'tion.	Char'r.	Amt.
8	Lahn	London	S. C. (Mex.)	$31,500
8	Lahn	London	S. bars.	196,315
9	Britannic	London	S. bars.	253,168
10	Antilla	Nassau	G. C. (U. S.)	10,000
10	Grenada	Pt. Spain	S. C., (Mex.)	250
10	Auguste Victoria	London	S. C. (Mex.)	14,400
10	Auguste Victoria	London	S. bars.	87,640
12	Etruria	London	S. bars.	239,100
Total				$880,373